

# LOK SABHA DEBATES

Fifth Session  
( Seventh Lok Sabha)



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LOK SABHA SECRETARIAT  
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## LOK SABHA DEBATES

1

### LOK SABHA

Thursday, February 28, 1981/Phalgun  
a 7, 1902 (Saka)

The Lok Sabha met at Eleven of the  
Clock

[MR. SPEAKER in the Chair]

SHRI HARIKESH BAHADUR (Go-  
rakhpur): I have given notice under  
Rule 388.

+

(Interruptions)\*\*

MR. SPEAKER: He is speaking with-  
out my permission. I have not allow-  
ed him.

+

(Interruptions)\*\*

MR. SPEAKER: I have not allowed  
them.

(Interruptions)\*\*

अध्यक्ष महोदय : देखिए अगर व्यव-  
स्था नहीं चलेगी तो यह सदन कैसे  
चलेगा ? राकेश जी, आप सारे रूल्स  
जानते हैं । कितना भी गम्भीर मामला  
हो, रूल्स के अधीन मामला उठाने की  
आपको इजाजत है । मुझे कोई एतराज  
नहीं है, मसला कोई इतना गम्भीर हो तो  
उसको आप उठाएँ लेकिन आप कोई  
ऐसा मसला दीजिए जो उठाया जा सके ।  
इस तरह से तो बात नहीं बनेगी । मुझे  
पता है, मैं आपकी समस्या समझता हूँ ।  
मेरे भी दिल है, मैं भी समझता हूँ ।  
मुझे भी दुःख होता है, यह भयंकर मसला  
है, मैं खुद चिन्तित हूँ लेकिन अगर

2

इस तरह से उठायेगें तो व्यवस्था नहीं  
चलेगी और यह पार्लमेन्टरी डिमोक्रेसी  
इस तरह से नहीं चल सकेगी । कृपा  
करके आप ऐसा कीजिए जिससे मुझे भी  
काम करने की इजाजत हो और आप भी  
अपना मत व्यक्त कर सकें । आप कोई  
मोशन दीजिए, इस तरह से नहीं चलेगा ।

श्री मनो राम बागड़ी (हिसार) :  
अध्यक्ष जी, मैं आपसे निवेदन करूंगा  
कि सिर्फ पार्लमेन्ट चलाने की बात नहीं  
है । आप मेरी बात से मुतमईन होंगे  
कि सरकार की भी कुछ जिम्मेदारी है,  
यह सदन चलता है और कोई मन्त्री  
सदन में न रहे यह कहां तक उचित है ?  
मैं आपसे अर्ज करता हूँ आप जरा सोचिए  
कि अगर प्रधान मंत्री आ जायें तो शकल  
दिखाने के लिए सभी आ जायें वरना  
एक मंत्री भी यहां पर न रहे। (व्यवधान)  
डकैतियां यू० पी० में होती रहे और यहां  
दिल्ली में हों ...

अध्यक्ष महोदय : मैं समझ गया  
आपकी बात को । कल डिप्टी स्पीकर  
साहब ने गम्भीरता से इसपर विचार  
किया ।

श्री मनोराम बागड़ी : यह एक दफे,  
दो दफे का किस्सा नहीं है ।

अध्यक्ष महोदय : अब तो ठीक है ।

श्री मनोराम बागड़ी : किसी ५ किसी  
तरह से अपना रोप तो दिखाना पड़ेगा ।

\*Not recorded.

3881 LS—1



अध्यक्ष महोदय : तरीके से मैं सारी बात सुनने के लिए तैयार हूँ ।

श्री अर० एन० राकेश : (चैल) : अध्यक्ष महोदय, अरुण देश की व्यवस्था ही बिगड़ जायेगी तो इस सदन की व्यवस्था कैसे चलेगी ?

अध्यक्ष महोदय : सारी व्यवस्था ठीक की जायेगी । देश हमारा है । उसपर हमें ध्यान देना है और उसको ठीक किया जायेगा ।

श्री अर० एन० राकेश : अरुण देश में कोई सरकार ही न हो तो किससे सवाल जवाब करेंगे ?

अध्यक्ष महोदय : लोगों की चुनी हुई सरकार यहां पर है । मैंने कल डिप्टी स्पीकर साहब को सुन लिया था, यह मामला गम्भीर है, ऐसा नहीं होना चाहिए यह ठीक बात है ।

श्री मनोराम बागड़ी : कम से कम भीष्म नारायण जी से आप विश्वास दित्वाते कि आगे ऐसा नहीं होगा ।

अध्यक्ष महोदय : ऐसा नहीं होना चाहिए

श्री मनोराम बागड़ी : आपका फंसला सही है लेकिन भीष्म नारायण जी में इतनी हिम्मत नहीं है कि प्रायश्चित्त कर सकें । लेकिन मैं प्रायश्चित्त करता हूँ, उनके पाप के विरोध में मैं इस सदन का त्याग कर रहा हूँ ।

*Shri Mani Ram Bagri then left the House.*

MR. SPEAKER: It is all right; this is the Question Hour.

(Interruptions)\*\*

MR. SPEAKER: Nothing shall go on record without my permission.

(Interruptions)\*\*

(Shri Harikesh Bahadur and Shri Neelalohithadasan Nadar then left the House).

(Interruptions)\*\*

अध्यक्ष महोदय : आप क्यों बोलते हैं ।

(अवधान)\*\*

(Shri R. N. Rakesh and some hon. Members' then Left the House).

संसदीय कार्य तथा निर्माण और आवास मंत्री (श्री भीष्म नारायण सिंह) : क्वेश्चन पेपर फाइ कर जा रहे हैं, जिस पर हजारों रूपए खर्च होते हैं ।

डा० सुब्रह्मण्यम स्वामी : (बम्बई उत्तर पूर्व) : आप लॉग उपस्थिति नहीं होते हैं ।

श्री भीष्म नारायण सिंह : बिल्कुल उपस्थित होते हैं । कितने आदमी चाहिए, गिन लीजिए ।

11.07 hrs.

#### ORAL ANSWERS TO QUESTIONS

##### Visit of British Prime Minister

\*145. SHRI CHIRANJI LAL SHARMA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the programme of visit of the British Prime Minister to India has been finalised; and

(b) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). The British Prime

Minister is scheduled to visit India from 15th to 19th April, 1981. The details of the programme are yet to be finalised.

**SHRI CHIRANJI LAL SHARMA:** May I know from the hon. Minister of External Affairs when this invitation was extended to the Prime Minister of Britain to visit India and, secondly, whether the hon. Minister is aware of the fact that Indians in Britain are not being treated properly and that they are not commanding that much respect which ought to be extended to them? If so, would the Government consider the desirability of taking this opportunity to discuss this matter with the British Prime Minister on the occasion of her visit to India?

**SHRI P. V. NARASIMHA RAO:** The invitation was extended some time back; I do not have the exact date; it was several months back. So far as the point raised by the hon. Member is concerned, we do not have as yet set agenda. But I believe that since both the Prime Minister would be free to raise whatever points they feel important, all these matters are likely to come up for discussion.

**SHRI ADUARDO FALEIRO:** The imports from India as a percentage of UK's global imports has fallen from 1.1 per cent to 0.88 per cent. May I know from the hon. Minister whether in this discussion they will take up in right earnest the imports to UK of Indian goods, thus increasing the exports from India to UK?

**SHRI P. V. NARASIMHA RAO:** This is an important matter. It is also likely to come up for discussion.

**SHRI JAGDISH TYTLER:** Since the British Prime Minister is visiting this country from 15th to 19th April, 1981 may I know whether the proposed Nationality Bill in the British Parliament, which contains provisions against persons of Asian origin, will form a topic of discussion with the British Prime Minister?

**SHRI P. V. NARASIMHA RAO:** As I have already said, we do not have a set agenda. But when two heads of Governments meet, they will certainly consider taking up matters which they consider important.

**श्री राम बिलास पसवान :** अध्यक्ष जी, मैं माननीय मंत्री जी से पूछना चाहता हूँ कि क्या सरकार ने अभी तक ब्रिटिश प्राइम मिनिस्टर को आग्राह किया है कि हिन्दुस्तान के नागरिक, जो उन्होंने ब्रिटिश नेशनलिटी बिल रखा है, उससे काफी दुखी है और हो सकता है कि ब्रिटिश प्राइम मिनिस्टर जब आवे तब हम लोग उसका विरोध करें ? इसलिए भारत सरकार ने अभी तक इस भावना को वहाँ पहुँचाया है या नहीं ? यदि पहुँचाया है, तो वहाँ से क्या जवाब आया है ?

**श्री पी० वी० नरसिंह राव :** ब्रिटिश सरकार हमारी भावना से पूरी तरह से अवगत है ।

#### Utilising the mode of Shipping Service

\*146. **SHRI M. M. LAWRENCE:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state when the country is facing shortage of fuel, lubricants and rail wagons, what steps have been taken to take more items under shipping service which is cheapest mode of moving?

**THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL):** Government attach considerable importance to coastal shipping as a supplementary mode of transport. They have set up a committee to prepare a plan for the eighties in respect of coastal shipping. This committee *inter alia* has been asked to look into earmarking of certain types of cargo for coastal traffic. Further appropriate action will be taken on receipt of the committee's report.

**SHRI M. M. LAWRENCE:** Sir, the rise in freights is subvertine all our plans. In the light of that, I would like to know whether the Government is prepared to give prime importance for coastal shipping.

**SHRI VEERENDRA PATIL:** You are referring to freight?

**SHRI M. M. LAWRENCE:** Not the freight. What I am asking is whether the Government is prepared to give preference and prime importance to this coastal shipping.

**SHRI VEERENDRA PATIL:** As I have already said, we are very keen that coastal shipping be improved. That is why we have constituted a Committee and that Committee is expected to submit its Report by the end of April, 1981. In the light of the Report, further action would be taken.

**SHRI P. K. KODIYAN:** May I know at present what percentage of the internal traffic is handled by the coastal shipping?

**SHRI VEERENDRA PATIL:** So far as coastal shipping traffic is concerned it is negligible compared to the overseas traffic. I think they are handling about a million or a little more than a million tonnes per annum.

श्री शिव कुमार सिंह ठाकुर :  
अध्यक्ष महोदय, मैं आप के माध्यम से मंत्री महोदय से जानना चाहता हूँ— जो कमेटी एक्वाइन्ट की गई है क्या वह मध्य प्रदेश के सम्बन्ध में भी विचार कर रही है तथा उस की रिपोर्ट कब तक आ जायगी ?

श्री बोरेन्द्र पाटिल : मैंने कहा है कि जो कमेटी हम ने एक्वाइन्ट की है उस की रिपोर्ट अप्रैल, 1981 के अन्त तक आ जायगी ।

श्री शिव कुमार सिंह ठाकुर :  
अध्यक्ष महोदय, मेरे प्रश्न का उत्तर नहीं मिला । मध्य प्रदेश के लिये क्या सम्भावना है ?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):** If Madhya Pradesh can provide us a coast, we can introduce coastal shipping in Madhya Pradesh.

**MR. SPEAKER:** If it is not there, will you try to create one?

**PROF. MADHU DANDAVATE:** Sir, the hon. Minister is already referring to the Committee that is set up. I would like to draw his attention to the fact that already the National Transport Policy Committee was appointed, its Report has already been laid on the table of the House and many problems that have been raised in the question are already incorporated with the solutions provided in this Report, and therefore, I would like to know from the hon. Minister whether they will take note of the recommendations of the National Transport Policy Committee and implement them as early as possible.

**SHRI VEERENDRA PATIL:** I agree with the hon. Member that the National Transport Policy Committee that is headed by Mr Pande has submitted a report. That is popularly called the Pande Committee Report. We have received that Report and certain recommendations have been made, but it is not correct to suggest that this Pande Committee Report has gone into the question of developing coastal shipping in greater detail. What they have broadly indicated is that revival of coastal shipping should be considered by the Government. So, taking into consideration the recommendations of the Pande Committee Report, we have constituted a Committee. That Committee has been constituted by the Government on 15th September, 1980 under the Chairmanship of the Director General of Shipping to prepare a plan for the Eighties in respect of coastal shipping. This plan would take into account the projections poor coastal traffic and the coastal tonnage envisage the types of vessels required, the possibility of earmarking certain types of cargo in addition to salt and coal

for coastal traffic. The Committee is likely to submit its report to the Government by the end of April, 1981. So, this is very important Committee and they are going to make very important recommendations so far as coastal traffic development is concerned. Therefore, Government is eagerly awaiting this report. As soon as we get the report further action will be taken.

**SHRI XAVIER ARAKAL:** Considering the importance of this question, the hon. Minister has stated about the national policy on transport. My question is this. Now many State Governments are coming forward with this shipping business. For example, Kerala Government purchased KAIRALAI and finally it disappeared. Nobody knows what happened to it. So also the Tamilnadu Government went through the contract. But due to some extraneous reasons that did not come up. These are the two major scandals with regard to shipping services which the States are entering into. What I am asking is, has the Government received any representation against these two scandals of Kerala Government as well as Tamilnadu Government with regard to Shipping Corporation of these State Governments?

**SHRI VEERENDRA PATIL:** I require notice. I do not have that information with me now.

#### Islamic Conference

\*147. **SHRI N. K. SHEJWALKAR:**  
**SHRI SATISH AGARWAL:**

Will the Minister of **EXTERNAL AFFAIRS** be pleased to state:

(a) whether it is a fact that at the Islamic Conference held at Taif, Saudi Arabia, the Pakistan representative had raised the problem of Muslim minority in non-muslim countries and had called upon the summit members to take action in this regard;

(b) whether the Pakistan representative had by implication sought to raise the position of the Muslims in India; and

(c) whether Government have sought any clarification from the Pakistan source Embassy and if so their reaction in this regard?

**THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO):** (a) Yes, Sir; at the Taif Summit, the President of Pakistan had raised, the problem of Muslim minority in non-Muslim countries.

(b) the reference to the above issue made by the President of Pakistan were in general terms.

(c) No, Sir. There was no need to seek any clarification.

**SHRI N. K. SHEJWALKAR:** Actually I have based my question on a news item which appeared in the papers on January 27. The words which were used there are—

“He also raised the problem of muslim minorities in non-muslim States and called upon the summit to pay attention to those problems”.

In this connection I would refer to an earlier statement of President Zia on 1st September, 1980 reported as under:

“Zia Government capitalising on the riots of India”.

I do not want to go into details. According to the news item of 17th September, 1980 the Government has asked Indian Missions abroad to take immediate steps to counter virulent anti-Indian propaganda by Pakistan giving exaggerated accounts of recent disturbances in the country. May I also point out that day before yesterday in the House it was stated that Pakistan is building air base with the aid of China. Somebody from Islamabad, some Government official of Pakistan, has denied this. Taking all these things into consideration, is it not necessary to take proper action by making a statement or at least asking the Government of Pakistan specifically regarding this particular statement?

**SHRI P. V. NARASIMHA RAO:** The hon. Member has gone far a field. This question is on a specific matter regard-



ing a particular statement made by the President of Pakistan on a particular occasion. On this occasion there was no pointed reference to India and this is what I have stated. As a result of it there was need for any further clarification being sought, It was in general terms. In regard to the other matters they are all under consideration of the Government. I have said in this House and elsewhere many times that we are aware of all these things and we are vigilant about all these things.

**SHRI N. K. SHEJWALKAR:** I agree it is in general term. I made specific reference to earlier occasions. Can this statement, in this context, be considered completely harmless as the hon-Minister things?

**SHRI P. V. NARASIMHA RAO:** I do not say this is harmless. I do agree that this general statement could apply to India also, I have not denied that. But when it comes to asking for a clarification, that would hardly be possible on the basis of a general statement like this.

**SHRI N. K. SHEJWALKAR:** Is it not necessary when particularly the statement has been made by the hon. Minister of Defence Production here on the floor of this House and there is a specific denial, clear cut denial of that by the Government of Pakistan. Taking into consideration these relations—I do not say, they are strained, good or bad—is it not necessary for us to be very clear on this matter? I pray that now because an occasion is here, although it is not concerned with the question, it may be cleared regarding that aspect, whether Pakistan is building an air base with the aid of China or not.

**SHRI P. V. NARASIMHA RAO:** That matter will be looked into.

**SHRI SATISH AGARWAL:** In view of the admission made by the hon. Minister in regard to part (a) of the question, may I know what steps the Government propose to take with regard to this particular statement or

raising such issues at international forums by President Zia who is a constitutional head of Pakistan, in view of the political instability in that country, and, in view of the new axis development between Washington, Peking and Islamabad, will the Government of India make it clear to them that this amounts to an interference in the internal matters of India and that this is in violation of the spirit of the Simla Pact?

**SHRI P. V. NARASIMHA RAO:** We have brought this to their notice time and again whenever there was a pointed reference made to India and conditions within India. I could cite instances of our having brought this pointedly to their notice several times before. But this question concerns a particular statement on a particular occasion. So, this is the answer which I have given.

**DR. SUBRAMANIAM SWAMY:** I congratulate the Government on not being unduly sensitive about the general statements of the kind... (Interruptions).

**PROF. MADHU DANDAVATE:** Are you feeling embarrassed?

**MR. SPEAKER:** He is feeling happy.

**DR. SUBRAMANIAM SWAMY:** When I congratulate someone, I am called his agent. I would also like to congratulate the Minister, through you, Sir, on the occasion of his daughter's marriage and, I hope, they will not object to that also.

I agree that we need not be unduly sensitive about the references to what is happening in this country. After all we do concern ourselves with Indians in England and many questions were asked here. We are concerned about Hindus in Bangladesh also. I think, there should be a distinction drawn between opinions expressed and actual interference. I would like to know from the hon. Minister whether it is a fact that the Government tried to get admission to the Islamic Summit claiming itself to be a Muslim country or a Muslim majority country. At any

stage did they seek admission as an observer or as a member in this Conference?

**SHRI P. V. NARASIMHA RAO:** No, Sir.

### शुगी समाप्त करने का प्रस्ताव

@\*149. श्री जैनुल बशर: क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को सड़क परिवहन से संबद्ध संगठनों द्वारा किए गए इस दावे की जानकारी है कि यदि देश भर में चुंगी समाप्त कर दी जाए ती पेट्रोनियम उत्पादों का इस तरह बचाया गया मूल्य सम्पूर्ण देश में वसूल की गई चुंगी की राशि से कहीं अधिक होगा ;

(ख) यदि हां, [तो क्या सरकार ने इस दावे के बारे में स्थिति की जांच की है ; और

(ग) उस पर सरकार की क्या प्रतिक्रिया है और इस संबंध में क्या कार्यवाही करने का विचार है ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):  
(a) Yes, Sir.

(b) Yes, Sir.

(c) The Government of India favours abolition of octroi duty. In view of its importance, the matter was discussed in the Chief Ministers' Conference convened by the Union Finance Minister in September 1980. The Union Finance Minister stated in this meeting that abolition of octroi was in the interest of States and should be removed in progressive stages. He suggested that as a first step, octroi should be given up in respect of places having population of less than two lakhs. He stated that loss in revenue could be met in some way or the other. The Union Finance Minister's suggestion

was, by and large, favourably received by the Chief Ministers. State Governments/U.T. Administrations have also been addressed in the matter by the Ministry of Finance impressing upon them the need for phased abolition of octroi.

**SHRI ZAINUL BASHER:** Octroi is supposed to be a savage tax. Janata Party promised in its election manifesto to abolish octroi along with sales tax. But they could not do it. I would like to know the amount of octroi collected throughout the country and the amount expected in the shape of foreign exchange by abolishing octroi.

**SHRI BUTA SINGH:** The octroi in 1977-78 collected from 11 States and 2 Union Territories was around Rs.248 crores and, out this, two cities, Calcutta and Bombay, accounted for Rs. 71 crores. About 1,000 local bodies in the country are levying the octroi as on today.

**SHRI ZAINUL BASHER:** The Minister has not replied to the second part of my question.

**MR. SPEAKER:** You put the second question.

**SHRI ZAINUL BASHER:** Sir, Part (a) of my question.

**MR. SPEAKER:** You put one supplementary at a time.

**SHRI ZAINUL BASHER:** My question was whether Government are aware of the claim made by the organisations connected with road transport that if octroi duty is abolished in the entire country, the value of the petroleum products saved thereby will be far more than the amount of the octroi duty collected in the country as a whole I think the Hon. Minister has not read my question. What I want to know is the amount of octroi in the shape of foreign exchange. This is my first question. Not the second question.

**SHRI BUTA SINGH:** According to recent estimates made, it is assessed that at these check-posts extra fuel

consumed is about 10 per cent of the total fuel consumption by the goods vehicles and if the octroi posts are abolished, there will be a net saving of 10 per cent in diesel oil consumption and to that extent, the Hon. Member can calculate the foreign exchange.

**SHRI ZAINUL BASHER:** In view of the amount of the foreign exchange expected to be saved, may I know whether the Government is prepared to assist the State Governments in case they are abolishing the octroi duty, to meet the expenses of the municipalities and local bodies.

**SHRI BUTA SINGH:** As already stated by me, on the 1st of January this year, the Finance Ministry has already addressed a letter to all the Chief Secretaries of the State Governments and the Union Territories Administrations to devise alternative ways to deal with the question arising out of abolition of octroi impost. On account of extra fuel wasted in these check posts, the calculations are that we are losing about Rs. 236 crores of foreign exchange.

**SHRI KRISHNA CHANDRA CHALDER:** I would like to know whether the Central Government received objections from the Government of West Bengal against the abolition of octroi because the octroi duty fetches the West Bengal Government approximately Rs. 50 crores. In case the Central Government abolished this octroi duty in spite of opposition from the West Bengal Government, may I know whether the Central Government will compensate the full amount to the State Government of West Bengal. I would like to know whether the Central Government will compensate to other State Governments also.

**SHRI BUTA SINGH:** In the Conference of the Chief Ministers, New Delhi, the view point of the West Bengal Government was also placed. Thereafter the Finance Minister has addressed to all the Chief Ministers and he has made it clear that the resources will have to be found by the State Governments respectively; there will be no assistance on account of abolition of the octroi by

the State Government; that can be adjusted even in the sales-tax. These are the various proposals received from the State Governments, and the reaction of the Finance Ministry is that they are to be adjusted locally. (Interruptions).

**SHRI M. RAM GOPAL REDDY:** There are two aspects of this question. One is wastage of oil and the other is wastage of time. I want to know how much time is wasted by way of detention of the vehicles, whether any estimation has been done....

**MR. SPEAKER:** It is just a matter of calculation.

Next Question. Mr. A. K. Roy.

#### Introduction of Private Contract System

\*150. **SHRI A. K. ROY:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that private contract system has been introduced to do the jobs of Gangmen in Dhanbad Division;

(b) the details of these contracts with particulars of salary and other benefits given to these labourers;

(c) whether these labourers are medically qualified to work in open Line particularly in Rajdhani route;

(d) the total number of casual Gangmen retrenched for want of sanction in Dhanbad Division since 1978; and

(e) the reasons and justification for introducing this private contract?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENTS OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN):** (a) No, Sir.

(b) and (c). Do not arise.

(d) No casual labour has been retrenched on Dhanbad Division since 1978.

(e) Does not arise.

SHRI A. K. ROY: This is the third time that I am getting negative answers from the hon. Minister...

MR. SPEAKER: Do you mean that he should be positive always?

SHRI A. K. ROY: Whatever issues I raise, he has one standard and that is, "No, Sir; does not arise". This answer dangerously attracts the provisions of Rule 222 and also Direction 115. The contract system has been introduced in the Dhanbad Division; it is running in Kodarma-Gajandi section. It is being used to do, what is called, 'deep screening' and also for changing the wooden sleeper by concrete sleeper. You will be surprised to know that a few contractors travelled with me from Dhanbad to Delhi to meet the Minister; they were saying that it was absolutely necessary to meet the Minister to get contracts ...

MR. SPEAKER: Put your question.

SHRI A. K. ROY: I have to establish my question because he has questioned the basis of my question. I am giving one reference...

MR. SPEAKER: You cannot give reference in supplementaries. Put the question asking whether this is right or wrong.

SHRI A. K. ROY: When somebody changes the basis of my question, I have to establish my question first and then put the supplementary. This is *Economic and Political Weekly* of February 14; it is written here.

"...massive development of contractors' labour in the Railways and farming out even sophisticated jobs requiring skills are threatening the casual workers with retrenchment... They are being increasingly deployed in the construction of new lines..."

The second point is this. This is UNI release:

"Railways may not abolish contract labour..."

Here they have said that the recommendations of the Central Advisory Contract Labour Board...

MR. SPEAKER: I cannot allow questions like this. I will have to disallow it...

SHRI A. K. ROY: I would like to know whether the statement of the Chairman, Railway Board, saying that the Railways may not abolish contract labour as per the recommendations of the Central Advisory Contract Labour Board is correct or not and what are the recommendations of the Central Advisory Contract Labour Board. What is the reaction of the railways to this recommendation?

MR. SPEAKER: You could have straightaway put the question. You have taken time unnecessarily.

SHRI MALLIKARJUN: Firstly, I am not afraid of Rule 222 as the hon. Member said. Secondly, his question was: whether it is a fact that private contract system has been introduced to do the jobs of Gangmen in Dhanbad Division. The hon. Member said that there are two contractors now who are doing job of screening system after long intervals so as to keep the tracks in tact. This we do.

SHRI A. K. ROY: They are doing the work of gangmen.

SHRI MALLIKARJUN: The duty of gangmen is entirely different. At the moment, there are two contractors who are doing the job of screening system after long intervals for the maintenance of track—one contractor is Shri R. K. Gupta and the other is Chhotanagpur Construction Corporation. They are doing the work in between places in Gujhandi section. In this section what they are doing is entirely a different work which is not within the purview of the gangmen. They are doing the work regularly for the maintenance, repairs of the tracks.



**SHRI A. K. ROY:** Recently, there was an All-India Projects Construction Casual Labour Conference in Delhi under the auspices of All-India Railwaymen's Federation. They have made one suggestion. That is regarding the job difference between different categories of gangmen.

**MR. SPEAKER:** Has it anything to do with this question?

**SHRI A. K. ROY:** There is discrimination between gangmen and gangmen. On the question of job, they are differentiated. This is the job of the contract labour. There is a difference in the job of gangmen who are working in the open lines and those working in the construction work. I want to know whether he is going to eliminate this type of discrimination.

**MR. SPEAKER:** This does not come under this question.

**SHRI MALLIKARJUN:** In the interest of Administration, it is not possible to accept the suggestion made by the hon. Member.

**SHRI K. A. RAJAN:** Mr. Speaker, Sir, you know that the contract labour system is a curse on the railways as well as on the labour.

I would like to know from the hon. Minister what is the criterion in giving the contracts. There are certain types of work which are of seasonal nature, which are of casual nature and there are certain other works which are connected with the regular maintenance and running of the trains. Unfortunately, certain works are being entrusted regularly to the contractors. I want to know what is the criterion in giving the contract for certain types of works.

**SHRI MALLIKARJUN:** These are occasionally awarded, for various reasons. In the rainy season, to do the work, the PWI of that particular section who is responsible for the maintenance of the tracks will immediately ask the casual labour to

come and do the temporary job which is needed to be attended to immediately. We take the casual labour to get this work done. The regular maintenance of the track is the duty of the gangmen. The gangmen will be going from one station to another covering eight kilometres and keeping a watch all the twentyfour hours going round the tracks to see whether this is maintained properly or not.

**श्री रामबतार शास्त्री :** मैं बहू जानना चाहता हूँ कि घनबाद डिवीजन में गैंगमैनों की कुल संख्या क्या है और उन में कितने रगुलर है और कितने प्रमो भी कैंजुअर है ? क्या उन्होंने आपके सामने अपनी कुछ कठिनाइयों का निवेदन किया है ? अगर किया है तो क्या किया है ?

**श्री मल्लिकार्जुन :** मैं माननीय सदस्य से प्रार्थना करता हूँ कि बहू इस मामले में संपरेट नोटिस दें ।

#### Double Decker Coaches between Asansol-Howrah Section

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\*151. **SHRI KRISHNA CHANDRA HALDER:**

**SHRI SAMAR MUKHERJEE:**

Will the Minister of RAILWAYS be pleased to state the progress so far made by Government to introduce double decker coaches between Asansol-Howrah section of Eastern Railway?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN):** Eastern Railway are developing necessary maintenance facilities and other arrangements for proper upkeep of double decker coaches so that they could be introduced on Howrah-Asansol section.

**SHRI SATISH AGARWAL:** Sir, although the Minister of Railways and also the Minister of State in the

Ministry of Railways are present yet the question are being replied by the Deputy Minister. This is ministerial landlordium.

प्रधक्ष महोदय : आप नीचे के वर्ग को ऊपर नहीं लाना चाहते ?

PROF. MADHU DANDAVOTE: Sir, you refer the matter to MRTP commission.

SHRI KRISHNA CHANDRA HALDER: Mr. Speaker, both Shri Kamalapati Tripathi and Prof. Dandavate, former Railway Ministers are present here. They give a solemn assurance that double decker coaches would be soon introduced in the Asansol-Howrah section of Eastern Railway. Is it not a fact that double decker coaches were brought to Howrah railway siding and kept there for months together and the fans and other fittings were stolen? I want to know why those coaches were not introduced in the Asansol-Howrah section of Eastern Railway?

SHRI MALLIKARJUN: Sir, it is a fact that double decker coach system is going to be introduced between Howrah and Asansol. This double decker coach system design has been developed by RDSO and it has been in operation in certain places. But in certain places it has been discovered that it is not fit to operate. Passengers have also complained. However, within the next six months the double decker system is going to be introduced between Asansol and Howrah. It got delayed because of track and other things. The deep drop-pit system has not developed there.

SHRI KRISHNA CHANDRA HALDER: Sir, I quote from page 15 of the Railway Minister's speech. It says:

"The development of an air-conditioned Double-Deck Coach with end-on-generation is being considered to eliminate the problem of

inadequate ventilation experienced in the existing design of double decker coaches."

May I know when after six months these double decker coaches will be introduced between Asansol and Howrah these will be air-conditioned coaches and whether the fare will be charged that of second-class I demand second-class fare should be charged.

SHRI MALLIKARJUN: As I have already informed the House there is difficulty. The dust will be coming because in the double decker coaches the lower portion will be a little lower. So, in the lower portion there will be inconvenience because of dust. Therefore, we are contemplating to see that these coaches are made air-conditioned. It is still in the process of finalisation and no final decision has been taken. After six months when we introduce the double decker coaches I do not believe the hon'ble Member will expect us to introduce air-conditioned coaches. We will definitely provide the existing coaches which we have.

श्रीमती कृष्णा साही : मैं माननीय मंत्री जी से जानना चाहती हूँ कि यह डबल डैकर सिस्टम हिन्दुस्तान के किसी और हिस्से में भी चलाने की योजना सरकार के पास है या नहीं ?

प्रधक्ष महोदय : श्री शैजवल्कर ।

SHRI N. K. SHEJWALKAR: The hon. Minister said that the double-decker coaches catch lot of dust which comes in and gets settled in the lower portion of the bogie. Now I would like to know whether they are thinking how to improve upon it. If they do not improve upon it, within 6 months, the same condition will be repeated there. Secondly, is it at all necessary that it should be only air-conditioned? Is it not possible to find out some device like putting up exhaust fans in the upper deck, so that

you need not incur lot of expenditure on air-conditioning? If you have such a device, it will save lot of space and more people can be accommodated. It will ansure double accommoda-tion. May I know whether you are hinking of doing some research on this matter? May I know whether this aspect will be kept in iew when you take a final decision in this regard?

**SHRI MALLIKARJUN:** I have already said that the RDSO is ex-aminging all these aspects.

#### \*Construction of Over-Bridges at Rail-ways Stations

\*152. **SHRI A. C. DAS:** Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has pre-pared any priority list for the construc-tion of over-bridge at different railway stations during 1981-82;

(b) if so, whether an over-bridge near the railway station of Jaipur-Keonjhar road crossing of Orissa is going to be provided during the above period; and

(c) the details thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKAR-JUN):** (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

**श्री अनादि चरण दास :** अध्यक्ष महोदय मैं आपके माध्यम से मंत्री महोदय से जानना चाहता हूँ कि एस ई रेलव में, खासकर उड़ीसा में, ओवरब्रिज बनाने के सम्बन्ध में किन किन स्टेशनों को प्रायर्टी लिस्ट पर रखा गया है ?

**श्री मल्लिकार्जुन :** मान्यवर, उड़ीसा में 1981-82 में नरगुंडी और केन्द्रपारा

रोड के बीच ओवरब्रिज के कंस्ट्रक्शन को शामिल किया गया है ।

**श्री अनादि चरण दास :** मैं जानना चाहता हूँ कि क्या जाजपुर-क्योंझार रोड क्रासिंग पर और कटक में ओवरब्रिज बना-ने के बारे में सरवे हुआ है । इस बारे में हमने बार-बार लिखा है और हमारी डिमांड है कि वहाँ ओवरब्रिज बनाये जाने चाहिए । इस विषय में क्या फैसला हुआ है ?

**श्री मल्लिकार्जुन :** जाजपुर-क्योंझार क्रासिंग के ओवरब्रिज के मिलसिले में राज्य सरकार ने एक स्ट्रक्चरल प्लान बना कर रेलवे बोर्ड को दिया था । रेलवे बोर्ड ने उस प्लान को मन्जूर कर के वापस राज्य सरकार को भेज दिया है । इस बारे में अभी तक सरकार का आदेश नहीं हुआ है । ओवरब्रिज की कंस्ट्रक्शन कास्ट में राज्य सरकार और रेलवेज को पचास पचास परसेंट शेयर करना पड़ता है । अभी तक राज्य सरकार की ओर से कोई सूचना नहीं आई है ।

**SHRI CHINTAMANI PANIGRAHI:** Sir, there was a proposal to have an over bridge at Cuttack which has been pending for the last 15 years. This has been already sanctioned by the Railway Board. May I know why it is not coming up so far?

**SHRI MALLIKARJUN:** So far as priority in regard to construction over-bridge are concerned, it is up to the State Governments to accord the neces-sary priority for the same. So far as cost calculation is concerned, I have already informed the House that the necessary burden will have to be worked out by the concerned State Government. I would only request the hon. Member to persuade the State Government to come up with the necessary details. They have not given us any cost estimate which is very essential.

**SHRI KUSUMA KRISHNA MURTHY:** Regarding the proposed over-bridge construction for 1981-82, may I know how many over-bridges are included for Andhra Pradesh? May I know how much would be the estimated cost?

**SHRI MALLIKARJUN:** There are 13 new over-bridges which have been included in the 1981-82 survey. There are to be two over-bridges one at Begumpet and the other at Sanatnagar.

#### Fracture of Railway Lines

\*154. **DR. GOLAM YAZDANI:** Will the Minister of RAIWAYS be pleased to state:

(a) how many times "fracture of Railway line" occurred in the railway line between Katihar Junction and Malda station in N. E. Frontier Railway during the last 4 months of 1980 and on what dates and how long the trains were detained each time;

(b) the causes of such fractures; and

(c) whether Government have any plan to replace this railway line with a line of better quality?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKARJUN):** (a) to (c) A statement laid on the table of the House.

#### Statement

(a) In the last 4 months of 1980 there have been 40 rail fractures on the railway line between Katihar and Malda Jn. of N. F. Railway. A list showing the dates and the periods of detention of trains is attached.

(b) The fractures were on account of fatigue of rails.

(c) Yes Sir. Two new works for renewal with 52 Kg. rails for a length of 52 kms on this section have been included in the Budget for 1981-82 at a total cost of Rs. 188.54 lakhs.

*List showing dates of rail fracture & detention of trains on that account.*

| Date     | Detention.                                                        |
|----------|-------------------------------------------------------------------|
| 26-9-80  | No detention                                                      |
| 29-9-80  | No detention                                                      |
| 30-9-80  | No detention                                                      |
| 9-10-80  | No detention                                                      |
| 17-10-80 | Goods train 60 minutes                                            |
| 17-10-80 | 77 Down 90 minutes                                                |
| 17-10-80 | 43 Up 29 minutes, 59 Up 30 minutes, 156 Up 15 minutes             |
| 18-10-80 | 143 Up 90 minutes                                                 |
| 18-10-80 | No detention                                                      |
| 18-10-80 | No detention                                                      |
| 18-10-80 | 60 Down 25 minutes                                                |
| 18-10-80 | No detention                                                      |
| 19-10-80 | 166 Dn. 90 minutes, 78 Up 42 minutes, Goods trains - 180 minutes. |
| 20-10-80 | No detention                                                      |
| 20-10-80 | No detention                                                      |
| 21-10-80 | No detention                                                      |
| 21-10-80 | 43 Up 60 minutes                                                  |
| 21-10-80 | 60 Down 60 minutes                                                |
| 21-10-80 | 43 Up 60 minutes                                                  |
| 22-10-80 | 247 Up 10 minutes                                                 |
| 22-10-80 | 60 Down 46 minutes                                                |
| 22-10-80 | 47 Up 50 minutes                                                  |
| 22-10-80 | 347 Up 85 minutes, 77 Down 120 minutes, 60 Dn. 120 minutes.       |
| 23-10-80 | 44 Down 29 minutes                                                |
| 23-10-80 | 155 Down 34 minutes                                               |
| 24-10-80 | No detention                                                      |
| 24-10-80 | No detention                                                      |
| 25-10-80 | No detention                                                      |
| 25-10-80 | 47 Up 20 minutes                                                  |



| Date     | Detention           |
|----------|---------------------|
| 28-10-80 | 77 Down 80 minutes. |
| 29-10-80 | No detention        |
| 3-11-80  | No detention        |
| 4-11-80  | No detention        |
| 8-11-80  | No detention        |
| 15-11-80 | 47 Up 20 minutes    |
| 21-11-80 | No detention        |
| 26-11-80 | No detention        |
| 11-12-80 | No detention        |
| 22-12-80 | 155 Down 12 minutes |
| 30-12-80 | No detention        |

DR. GOLAM YAZDANI: The hon. Minister has mentioned in his Statement that the fractures were on account of fatigue of rails. What does he mean by 'fatigue of rails'?

SHRI MALLIKARJUN: It means that after a certain stage, because of the constant utilisation of the track, the fatigue arises, which otherwise means that there is less strength with the rail track to meet the ongoing traffic. These tracks become strengthless after constant use. That is how we define it.

DR. GOLAM YAZDANI: Sir, in the statement he has mentioned that in the last 4 months, there were 40 rail fracture. In 18 days the detentions various between 12 and 120 minutes. How old are these railways line? I do not know why in this particular section fractures are occurring.

SHRI MALLIKARJUN: In this particular section between Katihar Junction and Malda station, the rails are 20 years old. Generally within 20 years, the fatigue does not occur. But in this case, it has occurred. Therefore, we are taking the maximum precautions and the work for renewal is already in progress.

DR. GOLAM YAZDANI: I want to know whether the Railway Ministry will be able to detect the fracture in time and whether there is any possibility of railway accident happening due to these fractures. What is the arrangement for conducting a survey for detecting these fractures?

SHRI MALLIKARJUN: We have got ultrasonice detectors to see that the functional integrity in the Railway is maintained and so far as the fractures on the Indian Railways are concerned, already in the Budget of this financial year, we have included Rs. 110 crores for detecting the factures and he renewal of the tracks.

DR. VASANT KUMAR PANDIT: How is it that within 20 years of the laying of these rails, these fractures have occurred? I want to know whether the Ministry concerned has examined this position and found out why the fatigue is there on these lines. Is it due to poor quality of rails or some other defect in the rail track etc.?

SHRI MALLIKARJUN: There is a standard meter knowing the potentiality of the rails and these rails which had been procured 20 years back had undergone the standard testing of the rails. So far as the fatigue is concerned, this happens generally between 20 and 25 years or so and the Indian Railways are conscious of the fact that there are fractures on these lines and in order to maintain the tracks properly, they always keep on looking after the tracks.

SHRI AMAR ROYPRADHAN: In the statement made by the hon. Minister, the detentions are more than 100 in number. If you go through the list, you will find that the detentions are mainly on the main line, that is, the trains which are moving from Kumedpur to Malda, Darjeeling Mail, Tinsukia Mail lines, etc., I think the fracture is due to heavy pressure on the single line track, that is, the tracks leading to Assam, North Bengal and the North-Eastern Region. There is a long standing demand that Malda-New Jaipalguri track should have double-tracks so that there is no pressure on the single

track. This will avoid accidents and the running of trains between these stations according to schedule. Even the Governor of Assam, Mr. L. P. Singh made a statement that in the Budget provision for this region there should have been some allocation of funds. Will the hon. Minister please state why the construction of another railway line from Malda to New Jalpaiguri has not been taken up? I want to know whether the hon. Minister would consider this at least now.

**THE MINISTER OF RAILWAYS (SHRI KEDAR PANDE):** So far as this section is concerned, there are not so many fractures. Of course, we admit that there were about 40 fractures on these lines. We have made a provision in the Budget for the replacement of these lines. We are going to spend Rs. 180 lakhs for this and that difficulty would be over.

So far as other lines are concerned, we do not have sufficient funds for investment for that purpose at present.

#### **Pak-China Collaboration**

\*156. **SHRI CHITTA BASU:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware of the increasing collaboration between Pakistan and China; and

(b) if so, the steps contemplated to meet the situation arising therefrom?

**THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO):** (a) and (b). Government are aware of continuing economic and military cooperation between Pakistan and China. Government have not come across any evidence to suggest any unusual increase in this cooperation in the recent past. Government continue to monitor developments in this regard.

**SHRI CHITTA BASU:** Only yesterday, the hon. Minister of State for Defence, Shri Patil, asserted and confirmed that there are air bases built up in Pakistan with the assistance of China. Today, it has been denied by some representative of the Government

of Pakistan. I presume that the Government of India has got sufficient evidence to prove that there has been military build-up within Pakistan with the assistance of China. In view of this, will the Government take up the matter at diplomatic level with the Governments of Pakistan and China to assert the Government of India's position regarding the existence of air bases in Pakistan?

**SHRI P. V. NARASIMHA RAO:** I have not denied that there has been military and economic cooperation between the two countries. It has been going on for a long time and we also have details of this cooperation. From time to time we are monitoring all these things. We are aware of them and we will certainly keep ourselves abreast of what is happening,

**SHRI CHITTA BASU:** The Government says that they have got details of all the information. Will the Government of India take up the matter with the Government of Pakistan and the Government of China at diplomatic level that this is our information and why do they deny it?

**SHRI P. V. NARASIMHA RAO:** We will do all that is necessary in the interest of the country.

**SHRI CHITTA BASU:** It is reported in the press that Pakistan has offered a bilateral summit meeting to discuss import issues between India and Pakistan. Will the Government of India agree to the proposal of Pakistan to have a summit meeting between India and Pakistan to discuss all the outstanding issues between the two countries.

**SHRI P. V. NARASIMHA RAO:** I have no information on that and it appears to be a hypothetical question.

**SHRI RATANSINH RAJDA:** Recently, our elder statesman, Shri Morarji Desai gave an interview to a Pakistan journalist and in that interview he said that there is no need for Pakistan to

accumulate arms and ammunition because whenever Pakistan is in difficulty, India, which always desires to have friendly relations and a stable Pakistan, would run to the rescue of Pakistan. Has the present Government got the same policy and is the Government prepared to assure Pakistan on this?

SHRI P. V. NARASIMHA RAO: For once, Yes, Sir.

SHRI RATANSINH RAJDA: Will you elaborate it?

SHRI P. V. NARASIMHA RAO: We have also impressed on Pakistan that there is no need for them to go on building their military capability. This is not necessary because we have the best of intentions in regard to Pakistan. We have never committed any aggression against them. This has been expressed time and again on them.

## WRITTEN ANSWERS TO QUESTIONS

### Koraput-Salur Line

\*153. SHRI K. PRADHANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Preliminary Survey Work of the proposed Koraput-Parvatipuram-Salur railway line has been completed;

(b) if so, the date of commencement of the construction work of the railway line; and

(c) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c): Yes, Sir. The survey report has been received in the middle of January, 1981 and is being examined in the Ministry of Railways. Investment decision will be taken in consultation with the Planning Commission after evaluation of the survey report.

### खाद्य तेलों तथा दालों की दुलाई

\*155. श्री बया राम शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दुलाई के मामले में खाद्य तेलों तथा दालों को बहुत कम प्राथमिकता दी जाती है, और

(ख) यदि हां, तो क्या सरकार का विचार इन आवश्यक खाद्य वस्तुओं की दुलाई की उच्च प्राथमिकता देने का है ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) :

(क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

### विभागीय मार्केट कमप्लेक्स

\*157. श्री रीतनाथ प्रसाद वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या शिक्षित रोजगारों को रोजगार देने के लिए बड़े रेलवे स्टेशनों पर रेलवे की खाली भूमि पर 'विभागीय मार्केट कामप्लेक्स' का निर्माण करने के लिए एक वृहत् योजना तैयार करने के लिए रेलवे बोर्ड को आदेश दिए जाने का प्रस्ताव था ;

(ख) यदि हां, तो इस निर्देश के पालन में क्या प्रगति हुई तथा रोजगार के अन्तर्गत उपलब्ध करान के लिए रेलवे बजट में नियत 210 करोड़ रु० में से इस प्रयोजन के लिए कितनी राशि का उपयोग किया जाएगा,

(ग) क्या रेलवे बोर्ड द्वारा बिहार में कोडरमा स्टेशन तथा बंगाल में आसन सोल स्टेशन के लिए कोई रोजगार संबंधी योजना तैयार की गई है ; और

(घ) यदि हां, तो इन दोनों मार्केट परियोजनाओं का क्रियान्वयन कब तक किया जाएगा ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) . (क) श्री (ख) किसी "विभागीय मार्केट कम्प्लेक्स" का निर्माण करने का कोई प्रस्ताव नहीं था । तथापि, रेलवे बोर्ड ने जून, 1980 में क्षेत्रीय रेलों को ये प्रनुदेश जारी किये थे कि नियमित रूप में प्लेटों का लाइसेंस देने के लिए वे मास्टर प्लान बनाएं ताकि रेलवे की फाइनल भूमि का लाभकारी उपयोग हो सके । भूमि का लाइसेंस देना स्वयंयोजित व्यक्तियों के लिए था । इसमें रेलों पर नियोजन का प्रावधान करने की कोई बात नहीं थी ।

(ग) जी नहीं ।

(घ) प्रश्न नहीं उठता ।

#### Railway Protection Force

\*158 SHRI DHARAMBIR SINHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a general complaint that the State Police operated for Railway works are now more a liability than an asset to the Railway Administration; and

(b) whether his Ministry is contemplating to have a unified system of Protection Force for its property and maintenance of Railway traffic.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) There have been occasional complaints in regard to the efficacy of Government Railway Police.

(b) This is a delicate subject involving the matter of responsibility between the Centre and the States, law and order being a State subject. Different views on the subject are under study.

#### भारत इंडिया लोको रनिंग स्टाफ एसोसिएशन का संकल्प

\*159. श्री रामाक्षर शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को भारत इंडिया लोको रनिंग स्टाफ एसोसिएशन से वह संकल्प प्राप्त हो गया है जो इसने गत 8 जनवरी, को हुई अपनी केन्द्रीय कार्य-कारिणी की बैठक में पास किया था,

(ख) यदि हां, तो तत्संबंधी व्यौरा क्या है और

(ग) सरकार ने इस सम्बन्ध में अब तक क्या कार्यवाही की है ।

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) जी हां ।

(ख) यह प्रस्ताव अन्य बातों के साथ-साथ वेतनमानों की पुनःसंरचना, रनिंग भत्ता ममिति, वर्दी समिति की रिपोर्ट को अंतिम रूप देने आदि से संबंधित है ।

(ग) लोको रनिंग कार्यचारी एसोसिएशन द्वारा दिए गए अभ्यावेदनों पर वर्तमान नियमों के अन्तर्गत वित्तीय कठिनाइयों की सीमा के भीतर रहते हुए विचार किया जा रहा है और गुण-दोष के आधार पर उपयुक्त कार्रवाई की जा रही है ।

#### Colombo Conference on Indian ocean

\*160. SHRI S. M. KRISHNA: SHRI P. K. KODIYAN:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the need for holding the proposed conference on the Indian Ocean despite American opposition was underlined during the high-level discussions in New Delhi on the 2nd February, 1981 between India and U.S.S.R; and

(b) if so, the effective steps which Government have taken or propose to take in this behalf for holding of Colombo Conference in pursuance of the UN resolution?



THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) Based on the Indian draft text, the Declaration adopted by the Conference of Foreign Ministers of Non-Aligned Countries held in New Delhi from February 9—13, 1981, reaffirms the determination of non-aligned countries "to work for the success of the Conference on the Indian Ocean, scheduled to be held in Sri Lanka in 1981, to achieve the objectives of the concept of the Indian Ocean as a Zone of Peace, and to this end urged all Great Powers and other major maritime users to participate in the Conference in a constructive spirit...." During the current session of the Ad Hoc Committee on Indian Ocean in New York, India, in cooperation with other non-aligned countries which are members of the Ad Hoc Committee, is endeavouring to promote agreement on the convening of the Conference in Sri Lanka as scheduled.

#### Availability of wagons during 6th Plan

\*161. SHRI M. V. CHANDRASHEKARA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether no firm details are available with the Ministry about how many wagons will be available during the Sixth Five Year Plan;

(b) if so, whether his Ministry has also no information about how many will be required;

(c) Whether experts committee of Railways have advised the Railways to explore the ways to increase the manufacture of wagon capacity;

(d) whether his Ministry has also approached Planning Commission to allow the import of wagons; and

(e) if so, whether they have given their sanction and how many will be imported?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) The Sixth Five Year Plan envisages procurement

of about 100,000 wagons in four-wheeler units.

(b) The requirement depends upon the quantum of traffic to be carried for which projections have been made in coordination with other Ministries.

(c) If reference to Expert Committee relates to Planning Commission no such advice has been received in this regard.

(d) No, Sir.

(e) Does not arise.

#### Corruption in booking of seats on western railway

\*162. SHRI R. P. GAEKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that there is rampant corruption in booking of First Class and Second Class Berths/Seats on the Western Railway;

(b) whether Government are aware that there are Agents operating for booking of berths or seats and extorting exorbitant premiums from passengers;

(c) whether Government are also aware that corruption in the booking of berths or seats in First Class or Second Class is either connived at by the Booking staff or they are hand in glove with the Agents operating for the said purpose; and

(d) if so, the steps taken or proposed to be taken to check the corruption in the booking of berth/seats?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No, Sir.

(b) Some reports of unauthorised agents cornering reserved accommodation on fictitious names in the metropolitan cities including Bombay and then transferring the same at premium to other needy passengers have been received.

(c) No, Sir.

(d) A statement is laid on the Table of the Sabha.

#### Statement

Intensive checks are being conducted by the Vigilance and Commercial Organisations of the Railways on the reservation offices to detect irregularities in passenger train reservations and also to discourage the activities of touts and anti-social elements dealing in reserved accommodation. If any specific information is furnished about the functioning of these touts, with or without the conclusion of railway staff raids are conducted and follow up action is appropriately taken in conjunction with CBI. During the period from October to December 1980, 475 touts were prosecuted under various sections of Indian Railways Act on Western Railway. During 1980, about 2000 checks were conducted on trains by the Railway to detect travel on transferred tickets procured from touts/unauthorised agents, etc. The Special Squad attached to the Vigilance Directorate of the Railway Board conducted 44 checks at Bombay and other important reservation centres of Western Railway during the same period. 7 cases of major penalty and 70 minor penalty action have been initiated arising out of these checks.

2. Since many of the irregularities in reservation area stem from difference between demand and supply, endeavours have been made to reduce the gap between demand and supply by introducing new trains, augmenting the loads of existing trains, extending their runs, increasing the frequency of weekly/biweekly trains and running holiday specials on important routes to clear the rush of traffic. In addition, several steps have been taken to render better and more satisfactory service to the travelling public by way of streamlining the reservation procedures and arrangements like opening additional booking windows, reservation counters and extending working hours of reservation offices.

3. Persons found selling railway tickets unauthorisedly are taken up under Section 114 of Indian Railways Act 1890 which provides imprisonment for a term which may extend to 3 months or with fine which may extend to Rs. 250/- or with both. Passengers are instructed/warned through public address system not to purchase tickets from unauthorised agents. In addition, an amendment of Indian Railways Act has been processed to make procurement and transfer of reserved accommodation by unauthorised agents a cognizable offence and punishable with Rs. 1,000/- fine and/or imprisonment for 3 years. The draft bill for the new Indian Railways Act has been made out.

#### Solution of problem of stateless persons of Sri Lanka

\*163. SHRI K. T. KOSALRAM:

SHRI K. MALLANNA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the 1964 Sirimavo-Shastri Pact about the stateless people of Tamil origin has ended on 31st October, 1979;

(b) whether the exchange of letters some time in 1974 between the Prime Ministers of India and Sri Lanka in this regard is being treated as a supplementary agreement, which also will lapse on 31st October, 1981; and

(c) if so, the steps that have been initiated to find a solution to this human problem of stateless people of Tamil origin in Sri Lanka?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) Yes, Sir.

(c) Government of India is in touch with the Government of Sri Lanka with a view to expediting grant of Sri Lanka or Indian citizenship to the remaining stateless persons of Indian origin. We are confi-

dent that this question can be resolved through discussions with the Government of Sri Lanka.

#### Karur—Dindigul line

\*164. SHRI K. RAMAMURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) the stage at which the scheme of having a broad gauge line between Karur and Dindigul stands at present;

(b) when the conversion of metre gauge line between Dindigul and Tuticorin would be taken up; and

(c) when the conversion of metre gauge line between Tuticorin and Tirunelveli would be taken up?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) to (c). Planning Commission's clearance for taking up the works has not yet been received.

#### Filling up of posts of Senior Research Officers in Ministry of Health

1401. SHRI SANAT KUMAR MANDAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that a number of posts of Senior Research Officers dealing with Statistical functions have been created in the Ministry of Health and Family Welfare in the scale equivalent to Grade III of the Indian Statistical Service and filled up by appointing persons other than those belonging to the Indian Statistical Service Grade IV; and

(b) if so, the number of such posts and the reasons for not giving them to the Grade IV officers of the Indian Statistical Service?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). Three temporary posts of Senior

Research Officers with Statistical functions have been created in the Ministry of Health and Family Welfare in the pay scale of Rs. 1100-1600, one in the Department of Family Welfare and two in the Department of Health. The posts are being continued on year to year basis. The post created in the Department of Family Welfare has already been proposed for inclusion in Grade III of Indian Statistical Service. The question of offering the other two posts for inclusion in the Indian Statistical Service or to frame different recruitment rules for the posts is under consideration of the Government. Pending finalisation of encadrement of the post of Senior Research Officer created in the Department of Family Welfare in Grade III of ISS, the post has been filled on *ad-hoc* basis from officer dealing with Statistical functions and holding a Group A post in the scale of Rs. 700-1300 in the Department of Family Welfare. The other two posts created in the Department of Health have also been filled on *ad-hoc* basis from officers dealing with Statistical functions and holding Group A posts in the scale of Rs. 700-1300 in the Ministry of Health and Family Welfare till such time the posts are either offered for inclusion in ISS or separate recruitment rules are finalised, as the case may be.

#### Four lane road for National Highway between Amritsar and New Delhi.

1402. SHRI R. L. BHATIA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Punjab Government have pressed the Centre to convert the National Highway between Amritsar and New Delhi into a four-lane road and complete the work within the Sixth Plan period;

(b) if so, whether the Central Government have provided funds for this project; and

(c) the progress so far made in the implementation of this project;

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) to (c). Widening of National Highways from two-lane to four-lane standards is governed by the traffic requirements of a particular highway. Such sections of National Highway which cross the limit of 10,000 Passenger Car Units per day normally qualify for widening to four-lane standards. Taking into consideration this criteria and availability of resources, the Government of India have already sanctioned works on some portions of National Highway No. 1 (between Amritsar and New Delhi) for widening from two-lane to four-lane standards, namely portion falling within the Union Territory of Delhi costing Rs. 504.95 lakhs. in Haryana from Delhi-Haryana border to Murthal costing Rs. 327.00 lakhs and that in Punjab from Ludhiana to Goraya costing Rs. 439.00 lakhs. The work on these portions is at various stages of progress and every effort is being made to complete the work as early as possible. Some other sections will be considered for improvement depending upon the availability of resources in a phased manner.

**Uncleaned compartments and inadequate water supply in Neelachal Express**

1403. SHRI MANMOHAN TUDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry are aware about the sheer negligence of the concern railway staff in cleaning the bathrooms and compartments of the Neelachal Express;

(b) whether it is a fact that water supply to this train is not being given regularly; and

(c) what positive steps Government proposed to take for the cleanliness of the compartments and regular water supply?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) No,

(c) Neelachal Express rake is thoroughly washed and cleaned at the originating stations and two Safaiwalas accompany the train between Puri and Tata both in UP and Down directions for cleaning the bathrooms and compartments. In addition, Safaiwalas are also posted at all important and Junction Stations for cleaning the bathrooms & compartments during the scheduled halt. The coaches of Neelachal Express are also regularly replenished with water at the originating stations and at nominated stations enroute both in the Up and Down directions.

Whenever a specific complaint is received about cleanliness or watering in any coach the matter is investigated and action is taken against the delinquent staff.

**Opening Consular Division of Indian Embassy at Salalah**

1404. SHRI G. M. BANATWALLA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether in view of the large number of Indian nationals staying at Salalah (Sultanate of Oman), the Government would consider establishing a Consular Division of Indian Embassy at Salalah;

(b) whether any representation to the above effect has been received by or through our Embassy; and

(c) if so, Government's decision thereon?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) to (c). The Government of India is aware that a large number of Indian nationals staying at Salalah



(Sultanate of Oman) find it somewhat inconvenient to avail of consular services from our Embassy at Muscat. Government is sympathetic to the needs of the Indian nationals at Salalah and based upon a recommendation from the Indian Embassy in Muscat, the feasibility of setting up a Consulate at Salalah is being processed.

#### East Train between Sealdah and Lalgola Section

1405. SHRI NIREN GHOSH: Will the Minister of RAILWAYS be pleased to state the steps so far taken by Government to introduce fast train between Sealdah and Lalgola section of Eastern Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): Besides 5 pairs of direct train services between Sealdah and Lalgola 301/302 Sealdah-Lalgola Fast Passenger provides a fast service between these two stations with convenient timings. There is no proposal at present to introduce any further fast service between Sealdah and Lalgola.

#### Representations of Tuticorin Port Trust Drivers Union

1406. SHRI D. S. A. SAIV-PRAKASHAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Tuticorin Port Trust Drivers Union had submitted a representation on 18 April, 1980 requesting for common pool systems for motor vehicles in the trust; and

(b) if so, what action has been taken thereon?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The Tuticorin Port Trust Drivers Union submitted

a representation on 18 April, 1980 requesting for introduction of common pool system for all motor vehicles.

(b) The Port management had duly considered the suggestion but did not find it acceptable.

#### कोयले के परिवहन के लिए माल डिब्बों की अनुपलब्धता

1407. श्री अर० एन० राठोड़ : क्या रेल मंत्री यह वतान की कृपा करेंगे कि :

(क) क्या यह मंच है कि भारतीय वाणिज्य तथा उद्योग मंडलों के महासंघ का एक प्रतिनिधि मंडल हाल ही में उन से मिला था और उनका ध्यान गैर-सरकारी क्षेत्र के लिए कोयले एवं अन्य आवश्यक वस्तुओं के परिवहन के लिए माल डिब्बों की अनुपलब्धता की ओर आकर्षित किया था ; और

(ख) यदि हां, तो सरकार द्वारा इस बारे में क्या कार्यवाही की गई है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) :

(क) जी हां ।

(ख) पिछले 3 महीनों के दौरान कोयले और अन्य आवश्यक माल के लदान में पहले ही काफी सुधार हो चुका है और आने वाले महीनों में इसमें और सुधार करने की हम आशा करते हैं ।

#### Demand of Coal by Rourkela Steel Plant

1408. SHRI CHINTMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there was a dispute over wagons supply

between Railway authorities and the Rourkela Steel Plant authorities;

(b) whether it is a fact that the Steel Plant requires a supply of 6,000 tonnes of coal a day;

(c) if so, whether there was any cut from the Railway side in this regard; and

(d) if so, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No.

(b) to (d). There was no cut from the Railways on coal supply to Rourkela Steel Plant. Their daily requirement of coal is being met.

**Fly Over at Chatapathar Level Crossing**

1409. SHRI SUSHIL BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state the progress so far made about the Fly over at Chatapathar Level Crossing at Asansol?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): The work of construction of a road Over-bridge in replacement of existing level crossing at Chatapathar is an approved work and included in the Railways Works Programme 1981-82. The State Government have submitted a revised estimate for land and approaches showing an excess of 130 per cent over the original estimate. They have been asked to advise the reasons for such an abnormal excess. On receipt of the same, the combined estimate will be sanctioned. The work will be taken in hand as soon as revised combined estimate is sanctioned.

कुतुब-नर्मदा एक्सप्रेस के पटरी से उतर जाने के कारणों की जांच

1410. श्री निहाल सिंह :  
श्री रामनाथ दुबे :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उस समय बहुत से व्यक्ति घायल हो गये जब जबलपुर जाने वाली 150 डाउन कुतुब-नर्मदा एक्सप्रेस मध्य रेलवे के वांदा और खुरन्द रेलवे स्टेशनों के बीच पटरी से उतर गई ;

(ख) क्या सरकार ने दुर्घटना के कारणों की जांच का कोई आदेश दिया है ; और

(ग) यदि हां, तो उसके क्या परिणाम निकले ?

रेल मंत्रालय तथा संबन्धीय कार्य विभाग में उय मंत्री (श्री मल्लिकार्जुन) :  
(क) सम्भवतः आशय 9-1-81 को खुरन्द और अटटार स्टेशनों के बीच 150 डाउन कुतुब एक्सप्रेस के पटरी से उतर जाने की घटना से है । इस दुर्घटना में, एक व्यक्ति को मामूली चोटें आई । इसके अनावा, अन्य 11 व्यक्तियों को हलकी चोटें आई थी ।

(ख) जी हां ।

(ग) जांच समिति की रिपोर्ट की प्रतीक्षा की जा रही है ।

**New Railway Lines in Western Railway**

1411. SHRI DAULATSINHJI JADEJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to construct new railway lines during

the next financial year in Western Railway; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) No.

(b) Does not arise.

#### Change of Railway Halts into Stations

1412. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to refer to reply given to Unstarred Question No. 1499 on the 27th November, 1980 regarding

change of halts into stations and state:

(a) whether the Tektar, Muraiitha and Korahia Halts are running profitably;

(b) if so, the details thereof; and

(c) what is the hindrance in promoting these profit earning Halts into regular stations?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) Yes.

(b) The details of working results of three halts in the last financial year 1979-80 are as under:

| Station   | Earnings  | Expenditure | Gain     |
|-----------|-----------|-------------|----------|
|           | Rs.       | Rs.         | Rs.      |
| Tektar    | 30,006.90 | 21,675.34   | 8,331.56 |
| Muraiitha | 27,366.30 | 22,057.22   | 5,309.08 |
| Korahiya. | 18,263.85 | 16,053.66   | 2,210.19 |

(c) Halt stations are upgraded into regular stations provided there is sufficient traffic justification and the conversion is financially justified on the basis of additional earnings and additional expenditure. Proposals to upgrade Tektar, Muraiitha and Korahiya halts into flag stations were accordingly examined but not found financially justified.

#### New Railway Lines in States

1413. SHRI SOMNATH CHATTERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) how many memoranda and representations have been received from Members of Parliament, various organisations by Government during the last three years for construction of new railway lines and converting into broad-gauge lines in the States; and

(b) how many of them have been considered, State-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN):

(a):

| Year | Total number of memoranda/ representations received |
|------|-----------------------------------------------------|
| 1978 | 4395                                                |
| 1979 | 3569                                                |
| 1980 | 4459                                                |

(b):

1. Lines approved for construction during 1978-79.

(i) New railway line from Apta to Roha (Maharashtra) as the first phase of the proposed West Coast

Konkan Railway from Apta to Mangalore.

(ii) Raij link from Kalyani to Kalyani Township (West Bengal).

(iii) Nadiad-Modasa broad gauge line via Kapadvanj (Gujarat).

2. Lines approved during supplementary Grants during 1978-79.

(i) BG line from Gauhati to Burihat in Assam and Meghalaya.

(ii) MG line from Dharmanagar to Kumarghat in Tripura.

(iii) MG line from Baijpara to Bhalukpong in Arunachal Pradesh.

(iv) MG line from Silchar to Jiribam in Manipur.

(v) MG line from Amguri to Tuli in Nagaland.

(vi) MG line from Lalaghat to Bhairahi in Mizoram.

3. Surveys included in the budget for 1978-79.

(i) Final location survey for Budge Budge-Namkhana line in West Bengal.

(ii) Preliminary engineering-cum-traffic survey for Barwadih-Karonji in Bihar and Maharashtra.

(iii) Preliminary engineering-cum-traffic survey of Khalilabad-Bairampur in Uttar Pradesh.

(iv) Preliminary engineering-cum-traffic survey for Konch-Jalaun in Uttar Pradesh.

(v) Preliminary engineering-cum-traffic survey for a BG line Lalitpur to Singrauli via Khaiurabo-Satna and Rewa in Madhya Pradesh and Uttar Pradesh.

4. Lines approved for construction in 1979-80 Budget.

(i) Ernakulam-Alleppey BG line in Kerala.

(ii) Talgaria-Tupkadih BG line in Bihar.

5. Surveys included for new line during 1979-80.

(i) Kharagpur-Digha in West Bengal.

(ii) Kota-Chittorgarh via Bundi in Rajasthan.

(iii) Manickgarh-Chandur in Maharashtra.

6. Lines approved for construction during 1980-81.

(i) Jaggeyapetta-Bonakalu BG line in Andhra Pradesh.

(ii) Kota-Chittorgarh BG line in Rajasthan.

(iii) Bringing Old Madhavnagar station on the Main Line by providing a Chord Line between Nandre and New Sangli-Pune Miraj section.

(iv) Restoration of Miraj-Sangli rail link.

7. Surveys included in the budget for 1980-81.

(i) Preliminary engineering-cum-traffic survey for a new BG line from Guna to Gwalior via Shivpuri and conversion of MG line from Gwalior to Bhind into BG and further extension of BG link to Etawah in Madhya Pradesh and Uttar Pradesh.

(ii) Preliminary engineering-cum-traffic survey for Arrah-Sasaram BG line.

(iii) Preliminary engineering-cum-traffic survey for a parallel BG line between Hajipur and Bachwara.

(iv) Preliminary engineering-cum-traffic survey for conversion of Varanasi-Allahabad MG line into BG.

(v) Preliminary engineering-cum-traffic survey for Padrauna-Deoria new line.

(vi) Preliminary engineering-cum-traffic survey for conversion of Darbhanga-Jayanagar MG section via Sakri into BG.

(vii) Updating the survey for a BG rail link from Trichur to Kuttipuram via Guruvayur.



(viii) Preliminary engineering-cum-traffic survey for conversion of MG line into BG from Hubli to Bangalore including connected branch lines involving a length of 1038 kms.

(ix) Preliminary engineering-cum-traffic survey for conversion of narrow gauge line from Yellahanka to Bangarapet into broad gauge.

(x) Preliminary engineering-cum-traffic survey for Chitradurg-Rayadurg new MG line.

(xi) Updating of earlier survey for conversion of Hospet-Murmagao-Londa-Miraj and Alnaver-Dandeli and fresh traffic survey for conversion of Gadak-Sholapur MG line into BG (length 854 kms.).

(xii) Updating of earlier survey for Nizamabad-Ramagundam BG line.

(xiii) Preliminary engineering-cum-traffic survey for a parallel BG line from Guntakal to Dronachalam and conversion of Dronachalam-Guntur MG line into BG (length 418 kms.).

(xiv) Preliminary engineering-cum-traffic survey for Patancherru-Peddapalli via Medak BG line (288 kms.).

(xv) Preliminary engineering-cum-traffic survey for conversion of Chindwara-Parasia-Barkuhi MG line into BG.

(xvi) Updating of earlier survey for conversion of Gandhidham-Bhuj MG line into BG and extension of the BG line from Bhuj to Lakhpat via Mandvi.

मं० ए० एच० व्हीलर एंड कम्पनी के  
बुक स्टाल

1414. आचार्य भगवान देव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विभिन्न रेल स्टेशनों पर मं० ए० एच० व्हीलर एंड एं० लि०

के बुक स्टाल रेल विभाग के माध्यम से किए गए किसी ठेके के अधीन चल रहे हैं ;

(ख) यदि हां, तो उस ठेके की शर्तें क्या हैं और क्या वह ठेका अभिमान अधिग्रहण के लिए है ;

(ग) क्या मं० ए० एच० व्हीलर एंड एं० लि० प्लेटफार्मों पर अपनी किताबें और पत्रिकाएँ बचने के लिए एजेंट नियुक्त कर सकते हैं ;

(घ) क्या सरकार प्लेटफार्मों पर किताबें और पत्रिकाएँ बेचने के लिए बेरोजगार व्यक्तियों को स्वयं नियुक्त कर सकती है ;

(ङ) यदि नहीं, तो इसके क्या कारण हैं, और

(च) यदि हां, तो ऐसे व्यक्तियों को नियुक्त न करने के क्या कारण हैं ?

रेल मंत्रालय तथा संबंधी कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) :

(क) जी हां ।

(ख) चालू संविदा की अधिग्रहण 31-12-1984 तक है । मंसर्स एं० एच० व्हीलर एंड कम्पनी की शर्तों से सम्बन्धित मुख्य बातें मंगल (विवरण), में दी गयी है ।

(ग) जी हां ।

(घ) से (च). रेलों द्वारा विभागीय तौर पर बुक स्टाल चलाने का कोई प्रस्ताव नहीं है । वर्तमान नीति के अनुसार, बुक स्टाल चलाने के लिए नये ठेके एकमात्र सहकारिता समितियों/बेरोजगार स्नातकों के सामुदायिक/एसोसिएशनों और बुक स्टाल के वास्तविक विक्रेताओं और कामगारों की सहकारिता समितियों के लिए प्रारक्षित रखे गये हैं ।

### विचरण

(1) मैसर्स ए० एच० व्हीलर एंड कम्पनी कै ठेकों को 1-1-76 से 9 वर्ष की अवधि के लिए नवीकृत किया गया है।

(2) लाइसेंसधारी प्रति वर्ष विक्री से प्राप्त कुल रकम का  $2\frac{1}{2}$  प्रतिशत रायनटी का भुगतान करेंगे।

(3) लाइसेंसधारी उन स्टेशनों पर सभी भारतीय और अन्य यूरोपीय भाषाओं की पुस्तकों, समाचार पत्रों, पत्र-पत्रिकाओं का पर्याप्त स्टॉक रखेंगे जहां रेलों के साथ उनका ठेका है।

(4) लाइसेंसधारी को लाभ न लेने वाली लोकहितैषी धर्मार्थ संगठनों द्वारा बनाये जा रहे बुक स्टालों के माध्यम से राम कृष्ण मिशन, सर्वसेवा संघ, आदि जैसे अनाभकारी संस्थानों द्वारा प्रकाशित पत्रिकाओं, पुस्तकों आदि को बेचने की अनुमति देने का अधिकार है। अन्य पुस्तकों की विक्री के सम्बन्ध में लाइसेंसधारी को इन्हें उन स्टेशनों पर बेचने का एकमात्र अधिकार होगा जहां उसके ठेके हैं। लाइसेंसधारी का 1-1-76 को और उस के बाद बनने वाले नये प्लेटफार्मों तथा उन स्टेशनों पर भी, जहां मैसर्स ए० एच० व्हीलर एंड कम्पनी के बुक स्टाल हैं, वैयक्तिक रूप से बेरोजगार स्नातकों और उनकी सहकारिता/माझदारी/एसोसिएशनों को बुक स्टाल आर्बटित करने का अधिकार होगा।

(5) लाइसेंसदाता लाइसेंसधारी के बुक स्टाल या अन्य अन्तर्वस्तुओं को होने वाली किसी हानि या क्षति के लिए उत्तरदायी नहीं होगा चाहे ऐसी हानि या क्षति किसी भी कारण से क्यों न हुई हो।

(6) पुस्तकों और अन्य साहित्य का विक्रय मुख्य उस मूल्य से अधिक नहीं होगा जो बाहरी पुस्तक विक्रेताओं द्वारा इसी प्रकार की पुस्तकों और साहित्य के लिए लिये जाते हैं और प्रशासन को लाइसेंसधारी द्वारा लिये जाने वाले मूल्य की जांच करने का अधिकार होगा।

(7) लाइसेंसदाता यह अधिकार सुरक्षित रखता है जिसके अन्तर्गत वह लाइसेंसधारी को विनिर्दिष्ट पुस्तकों या पत्रिकाओं को बेचने के लिए कह सकता है।

(8) लाइसेंसधारी भारत सरकार के प्रचार विभाग द्वारा प्रकाशित प्रचार साहित्य का पर्याप्त स्टॉक रखेंगे।

(9) लाइसेंसधारी लाइसेंसदाता की अनुमति के बिना किसी स्टाल को न तो बन्द करेंगे और न हटायेंगे।

(10) लाइसेंसदाता को अश्लील या फूहड़ किस्म के किसी प्रकाशन की बिक्री या प्रदर्शन करने से रोकने का अधिकार होगा और इस सम्बन्ध में लाइसेंसदाता का विनिश्चय अन्तिम होगा।

(11) लाइसेंसधारियों को कारोबार करने के लिए कुछ पास दिये जायेंगे।

(12) बुक स्टाल चलाने के सम्बन्ध में प्रशासन द्वारा समय-समय पर बनाये गये नियमों और विनियमों का लाइसेंसधारी अनुपालन करेंगे।

(13) लाइसेंसधारी लाइसेंसदाता की सहमति के बिना करार द्वारा प्रदत्त किसी अधिकार या सुविधा की समनुदेशित, हस्तांतरित, प्रभारित या समाप्त नहीं करेंगे। वह अपने आर्बटित ठेके को उप पट्टे पर नहीं देंगे।

(14) लाइसेंसधारी समय-समय पर यथा निर्धारित बिजली, नगरपालिका करों आदि का भुगतान करेंगे। लाइसेंसधारी देश के सभी कानूनों जैसे मंजूरी भुग-

तान अधिनियम, कार्य नियोजन विनियम अधिनियम, कर्मकार प्रतिकर अधिनियम आदि के अनुपालन के लिए उत्तरदायी होगा।

(15) लाइसेंसधारी कामगारों को उचित मंजूरी का भुगतान करेंगे। उचित मंजूरी का आशय निकटवर्ती क्षेत्रों में उसी प्रकार के काम के लिए दी जाने वाली मंजूरी से है।

(16) लाइसेंसधारी व्यवहारकुशल और सञ्चरित विक्रताओं और हाकरी की नियुक्ति करेंगे और संतोषप्रद सेवा मुनिषिचन करेंगे।

(17) यदि लाइसेंसधारी टिके के उपबन्धों का किसी प्रकार उल्लंघन करना है या लाइसेंसधारा की मंजूरी के अनुरूप कराराधीन दायित्वाओं को पूरा करने में असफल रहना है तो लाइसेंसधारी को तीन महीने की लिखित नोटिस देकर बिना किसी पूर्वाग्रह के डम करार को समाप्त कर दे और उसे भी बकाया रकमों को वसूल करने का अधिकार होगा।

#### Statue of Prafulla Chandra Chaki at Mokameh Junction

1415. SHRIMATI KRISHNA SAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the people of Mokameh, District Patna had submitted a memorandum regarding the construction of a suitable memorial of late Prafulla Chandra Chaki, the great martyr of our freedom movement in the premises of Mokameh Junction; and

(b) if so, what steps Government propose to take in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) Yes.

(b) Railway premises are not considered appropriate locations for honouring our National Leaders. The request for installation of statue of late Prafulla Chandra Chaki at Mokameh Junction cannot, therefore, be acceded to.

Fee D.T.C. Travel passes to blinds and physically handicapped persons

1416. SHRI SUBHASH YADAV: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Delhi Transport Corporation has taken a decision to issue free Delhi Transport Corporation travel passes to the blinds and physically handicapped persons; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) and (b). Since May, 1964, the concessional monthly passes are made available to the deaf and dumb, blind or handicapped students of educational and training institutions run by the Government or recognised and aided by the Government or the Municipal Corporation. Further, only half the adult fare is charged to the blind persons, certified as blind by the National Association for the Blind or Akhil Bhartiya Netrahin Sangh. No decision has yet been taken regarding issue of free travel passes to the blind and physically handicapped persons.

#### Daily running of Cachar Express

1417. SHRI SONTOSH MOHAN DEV: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to convert the present biweekly Cachar Express between Silchar and

Gauhati and back into a daily service to meet the growing need of passenger traffic from Cachar "Tripura", Mizoram and Manipur;

(b) if so, the details thereof; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No.

(b) Does not arise.

(c) 201 Up/202 Dn Cachar Express was introduced on biweekly basis to ease over-crowding of 11/12 Barak Valeey Express. Increase in frequency of Cachar Express to daily service is not operationally feasible at present for want of spare line capacity on the difficult Lumding Badarpur Hill section and also due to shortage of coaching stock and locomotives.

#### City booking office at Asansol

1418. SHRI SAIFUDDIN CHOU-DHURY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration to open a Railway City Booking Office at Asansol;

(b) if so, when; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No.

(b) Does not arise.

(c) The existing facilities for booking traffic at Asansol railway station meet the needs of the public adequately as the station is situated very close to the centre of the town.

#### Medical facilities to rural poor during 6th plan

1419. SHRI HARIHAR SOREN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have a proposal for extending medical facilities to the rural poor during the 6th plan period;

(b) whether such medical aid will be provided to the villagers under the Minimum Needs Programme;

(c) if so, the number of villages which have been identified in Orissa to cover under this Scheme;

(d) whether priority will be given in extending these facilities to the tribal villages at the time of implementation; and

(e) the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) Yes.

(c) Under the various Rural Health Schemes, which are being implemented in the State of Orissa, namely, Multipurpose Workers Scheme, Community Health Volunteers Scheme, Dais/ANMs Training Programme, the health services are being rendered through the Primary Health Centres and Sub-Centres. About 80 to 100 villages are covered under one Primary Health Centre and about 5 to 10 villages under one Sub-Centre. There are at present 314 PHCs and 2041 Sub-Centres in the State. During the Sixth Plan, it is proposed to establish 20 additional Primary Health Centres, of which 10 will be in the Tribal areas. 2000 additional Sub-Centres will also be established during this Plan period.

(d) and (e). The services being rendered under the above mentioned Schemes include the tribal villages also. According to the new norm

agreed to by the Planning Commission, there will be a Primary Health Centre for a population of 20,000 and a Sub-Centre for 3000 in the tribal areas, as against 50,000 and 5000 respectively for non-tribal areas. The State Government has been advised to meet the requirements of sub-Centres on the above norms, on priority basis in tribal areas. In addition, under the Area Project funded by the British Aid, concerted efforts are being made to improve the health services being rendered in the districts of Cuttack, Puri, Ganjam, Kalahandi and Phulbari, on priority basis.

#### Kottavalasa—Kirandul Line

1420. SHRI GIRIDHAR GOMANGO: Will the Minister of RAILWAYS be pleased to state:

(a) the survey of new railway lines undertaken to connect Kottavalasa-Kirandul line in one end and Waltair-Raipur line on the other;

(b) whether the techno-economic survey of these new lines has been completed and submitted to the concerned authority for examination;

(c) if so, when the decision for the construction of this line will be taken up; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). Yes; the survey report has been received in the middle of January, 1981 for an alternative link connecting Koraput with a suitable station on Raipur-Vizianagram line either at Rayagada or Parvatipuram. Investment decision will be taken in consultation with the Planning Commission after evaluation of the survey report.

#### Howrah-Sheakhala Light Railway

1421. SHRI MUKUNDA MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether construction of Broad Gauge line in the area served by the former Howrah-Sheakhala Light Railway has been sanctioned;

(b) if so, the facts thereof;

(c) how far the construction has been completed and how much remains to be done; and

(d) what is the probable date of completion of the said line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) This work was included in the budget for 1973-74.

(c) and (d). Due to constraint of resources this work has not so far been started. This work will be taken up for construction after completion of Howrah-Amta rail link which is expected to be completed by 1982.

#### Scheduled Caste and Scheduled Tribes Cell

1422. SHRI PIUS TIRKEY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Scheduled Caste and Scheduled Tribe Cell in the Ministry of Health and Family Welfare has been merged with the section dealing with Group 'D' employees in contravention of the instructions of the Department of Personnel and Administrative Reforms that a separate section should be created for Scheduled Castes and Scheduled Tribes and backward classes;

(b) if so, whether Government have also received representations against this merger; and

(c) if so, the action taken thereon?



THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) A separate Cell known as SC&ST Cell exists in this Ministry. Earlier it was placed under the charge of the Welfare Officer, but with effect from 19th December, 1980, the work of the Cell has been placed under the charge of a Section Officer, who in turn is required to submit the work to Under Secretary and the Director (Administration), who has been appointed as Liaison Officer in accordance with the instructions of the Department of Personnel and Administrative Reforms. This has been done with a view to improve the efficient functioning of the Cell.

(b) Yes.

(c) The matter is under consideration.

#### Madhavnagar Station

1423. PROF. MADHU DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that decision has already been taken to bring the Madhavnagar Station on the South-Central Railway on the main line and restore the old Sangli-Miraj rail route; and

(b) if so, when this work will start?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKAR-JUN): (a) Yes.

(b) Taking over of land back from the local authorities and acquisition of land is under process. The work can commence only after these formalities are completed.

#### Coal Supply in Hopper Wagons

1424. SHRI R. P. YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether a demand has been made by the Thermal Power Stations of the

country that coal should be supplied to them in Hopper wagons instead of Box wagons; and

(b) if so, the reaction of Government thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKAR-JUN): (a) Yes.

(b) The demands are examined, as and when received, on individual merit.

#### Providing Catering Facilities in Utkal, Kalinga and Neelachal Express

1425. SHRI RAMA CHANDRA RATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any proposal to provide catering facilities in the Utkal and Kalinga Express trains;

(b) if so, when such facilities are going to be provided;

(c) whether the same facilities are also going to be provided in the Neelachal Express; and

(d) if so, the details in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKAR-JUN): (a) to (d). It is proposed to provide Pantry car services in Utkal, Kalinga and Neelachal Express trains, subject to the availability of new Pantry Cars which are likely to become available within the next few months.

#### Wagon allotment to Factories

1426. SHRI K. MALLANNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Director of Rail Movement, Railway Board has informed the Industries Departments of various States and Union:

Territories that the Railway will not undertake the responsibility of taking from pitheads more than 25 per cent of the total number of wagons allotted to individual factory owners by the State Government concerned; and

(b) if so, the procedure of moving the coal from the collieries to the rail head nearest to the site where factories are located?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKAR-JUN): (a) No.

(b) It is the responsibility of coal companies to bring coal from collieries to the rail head and load the same in wagons for being transported to factories etc.

#### Setting up of Neurological Research Institutes at Important Cities

1427. SHRI JANARDHANA POOJA-RY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government propose to set up Neurological Research Institutes at important cities in the country; and

(b) if so, the names of the cities where these will be located and whether necessary infrastructure has been obtained for these institutes?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMI-LY WELFARE (SHRI NIHAR RAN-JAN LASKAR): (a) No such proposals are under consideration.

(b) Does not arise.

#### Scheduled Castes Employees of Jagadhari Railway Workshop

1428. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that 1500 Scheduled Caste employees of the Ja-

gadhari Railway Workshop, Delhi Divi-sion Northern Railway have served a notice to sit in Dharna on the 4th February, 1981 if the birthday of re-ferred Sant Guru Ravidasji falling on the 18th February, 1981 is not declared as a paid holiday by the 31st January, 1981, without booking of Sunday;

(b) whether it is also a fact that the birthday of other religious gurus are observed there as paid holidays;

(c) if so, whether Government have decided to remove this discrimination by accepting this demand of the Sched-uled Caste employees; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKAR-JUN): (a) Yes.

(b) Yes; as per the collective deci-sion taken by the staff certain holidays in observance of birthdays/martyrdom days have been observed as paid holi-days.

(c) and (d). On the Railways holidays other than 3 National Holidays, which are compulsory, are decided well in ad-vance every year in consultation with the recognised Unions. This procedure was followed in the Jagadhari Railway Workshop also for the year 1981.

In accordance with this procedure, 19-2-81, which is the birthday of Guru Ravidasji, was initially decided to be observed as a closed day in lieu of 15-2-81 (Sunday) which was to be a working day. Since, however, this ar-rangement could not find favour with the staff, 18-2-81 could not be observed as a closed day.

In choosing the holidays the Railway Administrations do not discriminate against any one community and it is for this reason that the principle of col-lective option has been laid down.

**Providing a Stoppage of Kosi Express at Narpatganj**

1429. SHRI D. L. BAITHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Kosi Express of North-Eastern Railway starts from Forbesganj and stops at all the stations; but not at Narpatganj;

(b) whether it is a fact that due to non-stoppage of the above train at Narpatganj, the general travelling public, the trade and also the railway income suffer as the stoppage of the train at Narpatganj would increase the revenue of the Railways through passenger and goods traffic;

(c) if so, whether Government propose to provide a stoppage at Narpatganj; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) 67/68 Forbesganj-Barauni Kosi Express stops at 14 stations en route including Narpatganj; out of 33 stations.

(b) to (d). Stoppage of 67/68 Forbesganj-Barauni Kosi Express has been provided at Narpatganj station for a period of six months on an experimental basis with effect from 26-1-1981.

**दिल्ली नगर निगम द्वारा किए गए ऋय**

1430. श्री धर्मदास शास्त्री : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) जनवरी से जन, 1979 तक, जुलाई से दिसम्बर, 1979 तक, जनवरी,

से जून, 1980 तक तथा जुलाई से दिसम्बर, 1980 तक की अवधि के दौरान दिल्ली परिवहन निगम ने विभिन्न शीर्षों के अन्तर्गत कौन कौन सी और कितने-कितने मूल्य की वस्तुएं खरीदी ;

(ख) जुलाई से दिसम्बर, 1979 तक की छमाही की तुलना में जुलाई से दिसम्बर, 1980 तक की छमाही में खर्च में कितनी वृद्धि हुई है और नलमन्वन्वी कारण क्या है ;

(ग) क्या इस अवधि में खरीदी गई वस्तुओं के लिए दिल्ली परिवहन निगम ने विधिवत् रूप से टेन्डर आमंत्रित किए थे; और

(घ) इस अवधि के दौरान सबसे कम-दरों वाले टेन्डरों की उपेक्षा करते हुए वानचीत के आधार पर वान की गई वस्तुओं का व्यौरा क्या है और नलमन्वन्वी कारण क्या है ?

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूटा सिंह) : (क) विभिन्न शीर्षकों के अन्तर्गत की गई खरीद का व्यौरा विवरण में दिया गया है ।

(ख) खर्च में वृद्धि के कारण नीचे दिए गए हैं :—

(i) ईंधन, तेल और लुब्रिकेंट्स, टायर, ट्यूबों और रिट्रीडिंग सामान, अतिरिक्त पुर्जों और बसों की मरम्मत और अनुसरण के लिए अपेक्षित विभिन्न अन्य मदों की कीमतों में वृद्धि ।

(ii) बसों की संख्या में वृद्धि करना ।

(iii) बहुत से गाड़ियों के पुरानी हो जाने के कारण पुर्जों और अन्य मदों की खपत में वृद्धि ।



(ग) खरीद के सभी मामलों में टेंडर मांगे जाते हैं, सिवाये ऐसे मदों के जो राज्य सड़क परिवहन उपक्रमों या पूर्ति और निपटान महानिदेशक की रेट कण्ट्रैक्ट सूची में दी हुई होती हैं। साधारणतः, 10,000 रु० से अधिक की खरीद करने के लिए व्यापक रूप से मांगे जाते हैं और 10,000.00 रु० से कम की खरीद के लिए सीमित रूप में ही टेंडर मांगे जाते हैं। जो मदें सभी राज्य सड़क परिवहन उपक्रमों की रेट कण्ट्रैक्ट सूची में

दी हुई होती हैं। उनके लिए ये उपक्रम एक ही एजेंसी के माध्यम से टेंडर मांगते हैं। वे उपक्रम स्थायी समिति (पूर्ति और ठेका) के अनुमोदन के बाद रेट कण्ट्रैक्ट की सूची जारी की जाती है। इस समिति में सभी राज्य सड़क परिवहन उपक्रमों के सदस्य होते हैं। बड़ी-बड़ी मदों की चीजें चंसिस सप्लायरों से खरीदी जाती हैं।

(घ) कुछ नहीं।

## विवरण

## वित्त की परिचय निगम

वित्त वर्षों के अन्तर्गत की गई खरीद का व्योम

| क्रम सं० | वर्ष                       | दाय, ट्यूब और फ्लैप | रीट्रोडिंग मायर्स | पुर्जे और विक्रय मद | वर्दी | पीओएन एन० | नेशन मायर्स और मुद्रण | टिकट  | दवाइयां | फर्नीचर और फिक्स्चर | कुल     | (मूल्य लाख रु० में) |    |
|----------|----------------------------|---------------------|-------------------|---------------------|-------|-----------|-----------------------|-------|---------|---------------------|---------|---------------------|----|
|          |                            |                     |                   |                     |       |           |                       |       |         |                     |         | 10                  | 11 |
| 1        | 2                          |                     |                   |                     |       |           |                       |       |         |                     |         | 12                  | 13 |
|          | 3                          |                     |                   |                     |       |           |                       |       |         |                     |         |                     |    |
|          | 4                          |                     |                   |                     |       |           |                       |       |         |                     |         |                     |    |
|          | 5                          |                     |                   |                     |       |           |                       |       |         |                     |         |                     |    |
|          | 6                          |                     |                   |                     |       |           |                       |       |         |                     |         |                     |    |
|          | 7                          |                     |                   |                     |       |           |                       |       |         |                     |         |                     |    |
|          | 8                          |                     |                   |                     |       |           |                       |       |         |                     |         |                     |    |
|          | 9                          |                     |                   |                     |       |           |                       |       |         |                     |         |                     |    |
|          | 10                         |                     |                   |                     |       |           |                       |       |         |                     |         |                     |    |
|          | 11                         |                     |                   |                     |       |           |                       |       |         |                     |         |                     |    |
|          | 12                         |                     |                   |                     |       |           |                       |       |         |                     |         |                     |    |
|          | 13                         |                     |                   |                     |       |           |                       |       |         |                     |         |                     |    |
| 1.       | जतवरी से जून 1979          | 114.3               | 25.58             | 179.5               | 15.49 | 374.5     | 3.91                  | 17.35 | 4.13    | —                   | 734.77  |                     |    |
| 2.       | जुलाई, 79 से दिसम्बर, 1979 | 161.5               | 26.03             | 194.12              | 26.38 | 427.02    | 5.27                  | 0.17  | 2.01    | 0.9                 | 843.4   |                     |    |
| 3.       | जतवरी, 80 से जून 1980      | 143.6               | 26.65             | 240.97              | 32.53 | 392.67    | 0.51                  | 0.09  | 1.48    | —                   | 838.5   |                     |    |
| 4.       | जुलाई, 80 से दिसम्बर 1980  | 160.4               | 32.62             | 297.41              | 31.04 | 647.47    | 5.40                  | 8.97  | 0.18    | 0.77                | 1184.26 |                     |    |

### Staff Strength of Passport Office, Kerala

1431. SHRI K. A. RAJAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the staff strength of the Passport Office in Kerala has been reduced by 20 per cent since January this year; and

(b) if so, the reasons therefor?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir. The staff strength of the various passport offices in Kerala was reduced by about 20 per cent with effect from 1 January, 1981.

(b) This was by way of implementation of the recommendations of the Staff Inspection Unit of the Ministry of Finance regarding the staff strength in the Passport Offices.

### Indo-Soviet Joint Committee

1432. SHRI ARJUN SETHI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Indo-Soviet Joint Commission had discussions on concrete measures to follow up the agreement signed last year during President Brezhnev's visit; and

(b) if so, the broad features of the agreement?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes Sir,

(b) The Agreement on Economic and Technical Cooperation between the Republic of India and the Union of Soviet Socialist Republics identifies projects for economic cooperation in the fields of energy, ferrous metallurgy and irrigation and spells out the financial parameters. Relevant extracts from the Press Note issued on January 23, 1981, relating to discussions at the Indo-Soviet Joint Commission on concrete measures to implement this Agreement,

are laid on the Table of the House [Placed in Library. See No. LT-1962/81].

### Law about road accidents

1433. DR. VASANT KUMAR PANDIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the news-item 'Present law inadequate to curb road accidents' appearing in Times of India dated 12th November, 1980;

(b) the reaction of Government thereto; and

(c) whether Government have a proposal to make comprehensive law to deal with road accidents and relief to the victims?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir,

(b) and (c). The causative factor of the road accidents has often been the human failure. While the existing provisions have been considered adequate to meet the situation, inclusion of additional provisions in the Motor Vehicles Act calculated to enable prevention of accidents are under examination. Similarly amendments to the provisions in regard to relief and compensation are also under consideration.

### रेल प्रशासन और लोको रनिंग स्टाफ के बीच हुआ समझौता

1434. श्री रामाधरार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेल प्रशासन और ग्राल इंडिया लोको रनिंग स्टाफ, एसोशिएशन के बीच 24 मार्च, 1979 को कोई समझौता हुआ था;

(ख) यदि हां, तो तत्सम्बन्धी ब्योरा क्या है ;

(ग) क्या यह सच है कि उक्त समझौता पूरी तरह क्रियान्वित नहीं किया गया है; और

(घ) यदि हां, तो समझौते के उल्लंघन के क्या कारण हैं और सरकार को इसे कब तक क्रियान्वित करने का विचार है ?

रेल मंत्रालय तथा रासंदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) स (घ). श्री इंडिया लोको रनिंग स्टाफ एसोसिएशन के साथ कोई करार नहीं किया गया है। इस संगठन के साथ वार्ता-चीत के परिणामस्वरूप मार्च, 1979 में कुछ निर्णय लिए गए थे कि कुछ विशेष मुद्दों श्री जिलायनों की जांच बाद में की जाएगी। रनिंग भत्ते के बारे में विचार करने के लिए गठन की गई एक समिति को लोको रनिंग कर्मचारियों का पक्ष प्रस्तुत करने के लिए एक शिकायत समिति का भी गठन किया गया था।

जब सरकार ने विचार विमर्श में नये किये गये कुछ मुद्दों पर कदम उठाने की बात सांची तो लोको रनिंग कर्मचारियों के एक भाग ने इस नीय मान्यता प्राप्त एसोसिएशन के तत्वावधान में रेल संचलन को ठहर करने के लिए हान ही में अवांछनीय आंदोलन छेड़ दिया। इस सम्बन्ध में हथाले के लिए 17-2-81 को लोक सभ में रेल मंत्री द्वारा दिया गया स्वप्रेरित ब्यान देखा जा सकता है। चूकि एसोसिएशन ने आंदोलनात्मक तरीका आनाने का निश्चय किया है, इस लिए संगठन के साथ जो पहले समझौता हुआ था आगे नहीं चल सका क्योंकि इन्होंने असहयोगपूर्ण रुख अपनाया था।

#### Cuttack Bhubaneswar Highway

1435. SHRI RASABEHARI BEHERA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Central Government have taken any decision regarding the

widening of Cuttack-Bhubaneswar Highway to four lanes in 1980-85 Plan;

(b) whether it is a fact that the officers of the department have visited the spot and have submitted a report in this regard; and

(c) when the final decision will be taken?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) to (c). Orissa Government has been wanting the Government of India to take up four-laning of Cuttack-Bhubaneswar Section of N.H.5. Due to financial constraints, this project could not be included in 1978-83 Plan. However this work is being considered, along with other works, for inclusion in the Sixth Five Year Plan (1980-85) currently under finalisation. In this context, an officer from the Ministry had also visited the site and the State P.W.D. has been asked to furnish additional information/clarifications on certain points. Final decision about the extent to which this project can be taken up in the Sixth Plan will depend on the availability of overall resources and other priorities.

#### Conversion of M.G. lines during 1980-81

1436. SHRI K. T. KOSAIRAM: Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) the Zone-wise and Division-wise sanction of conversion of M.G. lines into B.G. lines during 1980-81;

(b) the Zone-wise and Division-wise sanction of new MG/BG lines during 1980-81; and

(c) whether the execution has started in all such sanctioned new lines?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Booking of expenditure and Railways accounts are maintained Railway-wise and project-

wise only. Division-wise figures are not available. No new gauge conversion project was included in the Budget for 1980-81.

Four new line projects had been approved in the budget for 1980-81 and these are:

1. Jaggayapetta-Bonakalu BG line  
34 Kms. estimated cost Rs. 7 crores.

2. Bringing old Madhavnagar station on the main line by providing a chord line between Nandre and New Sangli on Pune-Miraj Section—  
1.5 Kms. estimated to cost Rs. 0.73 crores.

3. Restoration of Miraj-Sangli rail line—242 Kms. estimated to cost Rs. 41.09 crores.

4. Kotta-Chittorgarh-Neemuch  
242 Kms. estimated to cost Rs. 41.09 crores.

Preliminary arrangements are on hand in respect of items 1, 2 & 3. Final location survey in respect of item 4 is in progress and the construction work is expected to commence during 1981-82.

**Proposal for construction of a highway from Mourgram to Burdwan**

1437. SHRI SATYAGOPAL MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Central Government have received a proposal from the Government of West Bengal for sanctioning an Economic Importance loan of Rupee 5 crores for the construction of a Highway from Mourgram to Burdwan connecting National Highway Nos. 34, 2, 6 and 41 including four bridges on the same route; and

(b) if so, what are the reactions and decisions of Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) and (b). In June 1980, the West Bengal Government asked for loan assistance to meet 50 per cent of the cost of Rs. 5 crores in respect of four

bridges on the portion of the State Highway No. 7 between Mourgram on National Highway No. 34 and Burdwan on National Highway No. 2, under the Central Aid Programme of State roads/bridges of inter-State or economic importance. Since the allocations for the 1980-85 Plan had not been finalised, the State Government's request for providing loan assistance under the aforesaid programme could not be acceded to.

**Policemen Involved in Theft and Dacoity Cases**

1438. SHRI JAGPAL SINGH:

SHRI RAJESH KUMAR SINGH:

SHRI RAJNATH SONKAR SHASTRI:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of thefts/dacoity cases in the Railways during the last two years in which the policemen were found to be involved stating the police service e.g. Railway Police, PAC, Central/State Police to which they belonged; and

(b) the number of cases in which convictions were made?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). During the last 2 years, only in one case of robbery, 2 constables belonging to Uttar Pradesh Police were found involved. The Government Railway Police, Tundla have arrested the 2 constables involved in this case and the case is under investigation by Uttar Pradesh C.I.D.

करन्जी बरवाडीह लाइन

1439. श्री चक्रधारी सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या प्रस्तावित करन्जी-बरवाडीह लाइन (मध्य प्रदेश) का निर्माण-कार्य इसका



सर्वेक्षण कार्य के पूरा हो जाने पर इस वर्ष के निर्माण कार्यक्रम में सम्मिलित किया जाएगा ;

(ख) यदि हां, तो निर्माण कार्य के कब शुरू किए जाने की सम्भावना है; और

(ग) यदि नहीं, तो इस मामले में क्या कठिनाइयाँ हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) से (ग). प्रारम्भिक इंजीनियरी-एचमू यातायात सर्वेक्षण का काम अभी चल रहा है और इस सर्वेक्षण को 30 जून, 1981 तक पूरा करने का लक्ष्य निर्धारित किया गया है। इसके बारे में निर्णय सर्वेक्षण रिपोर्ट के प्राप्त होने और उसका मूल्यांकन कर लेने के बाद ही किया जा सकता है।

109/110 लखनऊ-मनिकपुर एक्सप्रेस ट्रेन के समय में परिवर्तन का प्रस्ताव

1440. श्री रामा नाथ बुबे : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार 109/110 लखनऊ-मनिकपुर एक्सप्रेस ट्रेन के समय में परिवर्तन के किसी प्रस्ताव पर विचार कर रही है ;

(ख) क्या इस सम्बन्ध में गत छः महीनों से रेलवे प्रशासन को अभ्यावेदन भेजे जाते रहे हैं, लेकिन न तो प्रशासन से कोई जवाब ही मिला है और न कोई कार्यवाही ही की जा रही है; और

(ग) यदि हां, तो इस सम्बन्ध में कोई कार्यवाही न किए जाने के कारण क्या है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) जी नहीं।

(ख) और (ग). जी हां। 109/110 लखनऊ-मनिकपुर चित्रकूट एक्सप्रेस के समय परिवर्तन के सम्बन्ध में अभ्यावेदन प्राप्त हुए हैं और उनकी जांच की गई है। चूंकि गाड़ी के वर्तमान समय को उन यात्रियों के लिए अधिक सुविधाजनक पाया गया है जो लखनऊ, उन्नाव और कानपुर की तरफ से कचहरी जाते हैं और उसी दिन वापिस लौट आते हैं। अतः गाड़ी के समय में परिवर्तन करना वांछनीय नहीं पाया गया है। इसके अतिरिक्त मनिकपुर में पर्याप्त टर्मिनल सुविधाएं न होने के कारण ऐसा करना परिचालनिक दृष्टि से व्यावहारिक भी नहीं पाया गया है।

महु-इन्दौर लाइन

1441. श्री फूल चन्द वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार महु (मध्य प्रदेश) को इन्दौर के साथ बाडगेज रेल लाइन से जोड़ने का है ;

(ख) यदि हां, तो सरकार ने इस सम्बन्ध में क्या कार्रवाई की है ; और

(ग) तत्सम्बन्धी ब्योरा क्या है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) जी नहीं।

(ख) और (ग). प्रश्न नहीं उठता।

Appointment of Kampuchean Ambassador

1444. SHRI BHIKU RAM JAIN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the First Ambassador designate from Kampuchea has arrived in India;

(b) if so, the details thereof; and

(c) the facilities made available to them to establish embassy here?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). His Excellency Mr. Dith Monty arrived in New Delhi on January 19 and presented his Letter of Credence to the President on February 6, 1981.

(c) The Embassy of Kampuchea has been afforded all the normal facilities which the Government makes available to foreign diplomatic missions.

### मलेरिया के रोगियों की संख्या में कमी

1443. श्री छोटू भाई गामित : क्या स्वास्थ्य तथा परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राज्यों से पिछले एक वर्ष में मलेरिया के रोगियों की संख्या के बारे में जानकारी मांगी गई है ;

(ख) क्या मलेरिया के रोगियों की संख्या में कमी हुई है ; और

(ग) गांवों में मलेरिया को फैलने से रोकने के लिए सरकार ने क्या उपाय किए हैं, विशेषकर वहां जहां सड़क सुविधाएं उपलब्ध नहीं हैं ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री नौहार रंजन लस्कर) : (क) और (ख). जी है। 1980 और 1979 के आंकड़ों को परस्पर तुलना करने पर पता चलता है कि 1980 में मलेरिया की घटनाओं में 11.74 प्रतिशत की कमी हुई है।

(ग) मलेरिया और न फैले, इसके लिए भारत सरकार ने 1 अप्रैल, 1977 से सारे देश में राष्ट्रीय मलेरिया उन्मूलन कार्यक्रम चलाने की एक संशोधित योजना लागू की है। संशोधित योजना की मुख्य विशेषताएं इस प्रकार हैं :—

(i) निगरानी कार्यकर्ता को बुखार वाले व्यक्तियों का पता लगाने, रक्त-लेपों को इकट्ठा करने तथा उनका सम्भावित इलाज करने के लिए हर पखवाड़े में प्रत्येक गांव में जाना होता है भले ही वह गांव कितना ही दूर हो। अथवा दुर्गम क्षेत्रों में हो।

(ii) प्रयोगशालाओं का विकेंद्रीकरण कर दिया गया है और ये प्रयोगशालाएं प्रत्येक प्राथमिक स्वास्थ्य केंद्र में रक्त-लेपों की शीघ्र जांच करने और मलेरिया के पार्जेंटिव रोगियों का तुरन्त इलाज करने के लिए खुली हुई है।

(iii) गांवों में आपाधि वितरण केंद्र तथा उच्च उपचार डिपो खुले हुए हैं ताकि बुखार वाले रोगियों को दवा तुरन्त उपलब्ध कराई जा सके।

(iv) उन सभी ग्रामीण क्षेत्रों में कीड़े मारने वाली दवाओं का छिड़काव किया गया है जहां दो वर्षों में एक हजार की आबादी के पीछे दो या अधिक रोगी होते हैं।

### Late Running of Chhattisgarh Express

1444. SHRI V. KISHORE CHANDRA S. DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that Chhattisgarh Express which ply between Delhi and Raipur is invariably late by more than five to six hours;

(b) if so, the reasons therefor; and

(c) whether Government propose to convert this train into Super-fast Express?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Though the punctuality of 137/138 Chhattisgarh Express has not been satisfactory, however, average late running has been around 2/3 hours.

(b) The main reasons for late running have been alarm chain pulling, out of path running and detentions due to detaching/attaching of extra coaches etc.

(c) The question of converting this train into super-fast Express has been examined but not found feasible.

#### Railway Line under construction

1445. SHRI XAVIER ARAKAL: Will the Minister of RAILWAYS be pleased to state:

(a) how many new Railway lines are under construction and the amount for each line and the length of each line State-wise;

(b) how many more new lines are proposed to be constructed and in which States; and

(c) whether Government propose to take up the construction of West coast Railway line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) A statement is attached.

(b) Proposals for new lines to be constructed in various States are decided and finalised in consultation with the Planning Commission at the time of finalising the Railway's Annual Plan and the Annual Railway Budget. During 1981-82 Budget construction of new broad gauge line from Telapur to Patancheru (8.31 kms.) on South Central Railway in Andhra Pradesh at a cost of Rs. 2.22 crores with an initial outlay of Rs. 30 lakhs has been proposed.

(c) Construction of Apta-Roha BG line (62 kms.) forms part, of the proposed West Coast Konkan line. The proposal for extension of Apte-Roha rail line upto Dasgaon is under consideration in consultation with the Planning Commission.

#### Statement

| S. No.                 | Name of the Project      | State       | Length in kms. | Present day estimated cost (Rs. in crores) |
|------------------------|--------------------------|-------------|----------------|--------------------------------------------|
| <i>Central Railway</i> |                          |             |                |                                            |
| 1                      | Vasai Road-Diva          | Maharashtra | 41.96          | 23.48                                      |
| 2                      | Wani-Pimpalkoti          | Do.         | 66.37          | 8.47                                       |
| 3                      | Apta-Roha                | Do.         | 62.00          | 11.10                                      |
| <i>Eastern Railway</i> |                          |             |                |                                            |
| 4                      | Karaila Road-Jayant      | U.P./M.P.   | 33.00          | 18.32                                      |
| 5                      | Howrah/Dankuni-Sheakhala | West Bengal | 17.40          | 6.49                                       |

(Approved work but construction work not yet started.)

| Sl No                             | Name of the Project                                                                                                          | State                   | Length in kms.   | Present day estimated cost (Rs in crores) |
|-----------------------------------|------------------------------------------------------------------------------------------------------------------------------|-------------------------|------------------|-------------------------------------------|
| <i>N.E. Railway</i>               |                                                                                                                              |                         |                  |                                           |
| 6                                 | New BG line from Rampur to New Haldwani . . . .                                                                              | U.P.                    | 78.40            | 13.70                                     |
| 7                                 | Sakri-Hasanpur Road . . . .                                                                                                  | Bihar                   | 74.90            | 5.86                                      |
| 8                                 | Bagaha-Chittauni MG (Restoration)                                                                                            | Bihar/U.P.              | 28.41            | 10.00                                     |
| <i>Northeast Frontier Railway</i> |                                                                                                                              |                         |                  |                                           |
| 9                                 | Gauhati-Burnihat . . . .                                                                                                     | Assam/Meghalaya         | 24.82            | 8.20                                      |
| 10                                | Dharmanagar Kumarghat . . . .                                                                                                | Tripura                 | 33.55            | 9.67                                      |
| 11                                | Balipara-Bhalukpong . . . .                                                                                                  | Assam/Arunachal Pradesh | 33.46            | 4.70                                      |
| 12                                | Silchar-Jiribam . . . .                                                                                                      | Assam/Manipur           | 50.30            | 12.13                                     |
| 13                                | Amguri-Tuli . . . .                                                                                                          | Assam/Nagaland          | 17.07            | 4.83                                      |
| 14                                | Lalaghat-Bhairabi . . . .                                                                                                    | Assam/Mizoram           | 48.77            | 10.78                                     |
| <i>Southern Railway</i>           |                                                                                                                              |                         |                  |                                           |
| 15                                | Tirunelveli-Nagercoil . . . .                                                                                                | Tamilnadu               | 73.31            | 15.00                                     |
| 16                                | Alleppey-Ernakulam . . . .                                                                                                   | Kerala                  | 51.00            | 7.00                                      |
| <i>South Central Railway</i>      |                                                                                                                              |                         |                  |                                           |
| 17                                | Bibinagar-Nadikude (Bibinagar-Nalgonda) Phase I, 74 Kms. taken up.                                                           | Andhra Pradesh          | 151.00           | 25.62                                     |
| 18                                | Bhadrachalam Road to Manuguru                                                                                                | Do.                     | 52.00            | 8.20                                      |
| 19                                | Manickgach-Chandur . . . .                                                                                                   | Maharashtra             | 28.49            | 6.00                                      |
| 20                                | Jaggeyapetta-Bonakulau . . . .                                                                                               | Andhra Pradesh          | 34.00            | 7.00                                      |
| 21                                | Bringing Old Madhavnagar station on the main line providing a chord line between Nandre and New Singli on Pune-Miraj section | Maharashtra             | 1.50             | 0.73                                      |
| 22                                | Restoration of Miraj-Sangli . . . .                                                                                          | Do.                     | 7.77             | 0.54                                      |
| <i>South Eastern Railway</i>      |                                                                                                                              |                         |                  |                                           |
| 23                                | Howrah-Amta including Bargachia Champadanga                                                                                  | West Bengal             | 73.53            | 10.72                                     |
| 24                                | Banspani-Jakhpura Phase I (Jakhpura-Daitari 33.05 kms taken up.)                                                             | Orissa                  | 33.05 (Phase II) | 9.00                                      |
| 25                                | Talgaria-Tupkadih . . . .                                                                                                    | Bihar                   | 32.00            | 5.50                                      |
| <i>Western Railway</i>            |                                                                                                                              |                         |                  |                                           |
| 26                                | Kapadvanj-Moxlasa . . . .                                                                                                    | Gujarat                 | 60.50            | 5.38                                      |
| 27                                | Kota-Chittorgarh . . . .                                                                                                     | Rajasthan               | 242.00           | 41.09                                     |

**Superfast Train between New Jalpaiguri and New Delhi**

1446. SHRI AMAR ROY PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration to introduce a superfast train between New Jalpaiguri and New Delhi; and

(b) if so, the decision taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No.

(b) Does not arise.

**Shortage of wagons for essential commodities**

1447. SHRI BALASAHEB VIKHE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is a shortage of rail wagons in country for the movement of cement, sugar and other essential commodities;

(b) if so, the percentage of failure of placement of wagons in comparison to the number of wagons indented various Government Department and other agencies; and

(c) the steps Government propose to take to meet the growing demand for wagons?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b). There had been some drop in terms of loading of wagons and tonnage lifted on the railways during the first seven months of the current financial year, but the performance has considerably improved from the middle of November, 1980. Supply of wagons for movement of essential commodities, has also improved appreciably since then.

(c) The following steps have been taken to improve the loading of goods traffic during the current financial year: (i) segregation of wagons fitted with roller bearings and centre buffer couplers from conventional type of wagons and formed into rakes for carriage of essential commodities like foodgrains, fertilizers cement and coal; (ii) formation and running of 'Jumbo Rakes' which are higher pay load unit trains of covered wagons carrying bulk commodities at higher speeds over long distances; (iii) loads carried by each goods train on different sections is being optimised; (iv) identification and condemnation of veraged wagons on age-cum-condition basis which are uneconomical to repair; (v) running of through goods trains with the same electric or diesel engines; (vi) close co-ordination with the concerned agencies to clear the traffic on programmed basis; and (vii) procurement of more wagons.

**दिल्ली परिवहन निगम में पूंजी निवेश**

1448. श्री मूल चन्द डग्गा : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली परिवहन निगम में कुल कितना केन्द्रीय पूंजी-निवेश है;

(ख) दिल्ली परिवहन निगम को छोड़कर कुल कितनी बसें हैं और उनमें से कितनी बसें चल रही हैं ;

(ग) पिछले तीन वर्षों में वर्षवार इसे कुल कितनी हानि हुई; और

(घ) दिल्ली परिवहन निगम की बसों की दुर्घटनाओं के कितने व्यक्ति शिकार हुए और उनमें से प्रत्येक को कितना मुआवजा दिया गया ?

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूटा सिंह) : (क) अब तक दिल्ली परिवहन निगम में कुल केन्द्रीय पूंजी निवेश 64.07 करोड़ ६० है ।



(ख) आज की स्थिति के अनुसार, निगम के बस बेड़े में कुल 2688 बसें हैं जिनमें से 2389 बसें चालू हालत में हैं।

(ग) दिल्ली परिवहन निगम को पिछले तीन सालों में हुई कार्य-चालन हानि और निवल हानि का ब्योरा इस प्रकार है :—

(रु० लाख में)

| विवरण                                    | 1977-78 | 1978-79 | 1979-80 |
|------------------------------------------|---------|---------|---------|
| 1. कार्यचालन हानि                        | 580.62  | 706.66  | 443.66  |
| 2. निवल हानि (व्याज और मूल्य ह्रास सहित) | 1617.24 | 1748.97 | 1770.61 |

(घ) पिछले तीन वर्षों में दिल्ली परिवहन निगम की बसों से मारे गए और घायल हुए व्यक्तियों की संख्या का ब्योरा इस प्रकार है :—

| वर्ष    | मारे गए व्यक्तियों की संख्या | घायल हुए व्यक्तियों की सं० |
|---------|------------------------------|----------------------------|
| 1       | 2                            | 3                          |
| 1978-79 | 100                          | 696                        |
| 1979-80 | 106                          | 462                        |
| 1980-81 | 141                          | 972                        |

(31-1-81 तक)

मुम्बई का ब्योरा विवरण में दिया गया है। ग्रन्थालय में रखा गया। (देखिए संख्या एन० टी०-1963/81)

#### Conversion of MG into BG on Gaya-Patna section

1449. SHRI RAM SWARUP RAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal for conversion of metre gauge into broad gauge on Gaya-Patna section; and

(b) if so, what is the latest stage of progress in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No. This section is already having broad gauge railway line.

(b) Does not arise.

#### National highways under 1980-85 Plan

1450. SHRI A. T. PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the progress made in finalising the 1980-85 plan for National Highways; and

(b) the details of the plan with special reference to the length of proposed National Highway, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) and (b). Allocations for the 6th Plan (1980-85) have not yet been finalised. Proposal for adding up new routes to the National Highway system can, therefore, be considered only after the allocations for the 6th Plan are finalised.

#### Replacement of Diesel Engine in Delhi Howrah Rajdhani Express

1451. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the diesel engine which was hauling Calcutta Rajdhani Express has a minimum capacity of propelling 11 bogies;

(b) if so, why diesel engine has been put out of service and has been replaced by electric engine;

(c) whether it is fact that due to reasons of this electric engine, the Rajdhani train is almost running everytime over late;

(d) which officer actually was responsible for withdrawing the diesel engine and bringing in the electric engine for the traction; and

(e) whether the staff of the additional two bogies which number about eight has been provided with accommodation for rest and sleep in the train, if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No. The diesel engine hauling Rajdhani Express can haul only 9 coaches at 130 KMPH.

(b) to (d). Since December, 80 trials are being conducted on 101/102 Howrah New Delhi Rajdhani Express for its haulage by an electric locomotive with increased loads for meeting the growing demands and for saving costly diesel oil. Trials have indicated that extra journey time is now neces-

sary and suitable action is being taken to revise their schedule accordingly.

(e) Yes, they are being provided chair car accommodation.

#### Construction/conversion and Electrification of railway lines

1452. SHRI CHATURBHUI: Will the Minister of RAILWAYS be pleased to lay on the Table:

(a) a list of work under progress, zone-wise, for construction of new railway lines, conversion of narrow and metre gauge into broad-gauge, conversion of single line into double line and electrification; and

(b) the stipulated expenditure and time for completion of each work?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). A statement is laid on the Table of the House. Placed in Library (See No. LT-1964/81)

#### Water in Trains and Railway Stations Found to be Infected

1453. SHRI K. A. SWAMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that water in trains and railway stations has been found to be infected with harmful bacteria;

(b) what steps Railways have taken to check unhealthy water being supplied to passengers; and

(c) if not, what steps Government propose to take to prevent infected water being supplied by Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Adverse reports regarding quality of drinking water on certain stations of North

Eastern Railway had appeared in several newspapers in 1977, reportedly based on certain tests conducted by GSVM Medical College on drinking water samples collected from North Eastern Railway Stations between Kanpur and Fategarh and the water was reported to be highly contaminated. The conditions under which the samples were collected and tested could neither be obtained directly from the GSVM Medical College nor through the good offices of Director, Medical and Health Services, U.P.

The complaint was investigated by the Railway and appropriate steps have been taken thereafter. Instructions have been reiterated to all the Zonal Railways to conduct (i) residual chlorine test (ii) nitrite test (iii) standard bacteriological examination to monitor the quality of water and its potability.

- Traditionally, the Railways supply water by drawing water from the local Municipality/Corporation or from its own sources which may be river/open well/tubewells/bore wells with or without the intermediary of a filtration plant. In all such cases treatment of water with chlorine or bleaching powder for disinfection is resorted to

#### Railway Accidents during 1980

1454. PROF. P. J. KURIEN:  
SHRI CHIRANJI LAL  
SHARMA:

Will the Minister of RAILWAYS be pleased to state:

(a) the total number of railway accidents in 1980;

(b) the reasons for each accident;

(c) the number of persons who lost their lives and estimated loss to the Railways and

(d) the special measures, if any, taken by Government to prevent such accidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) During the year 1980, there were 976 train accidents in the categories of collisions, derailments, level crossing accidents and fires in trains on the Indian Government Railways.

(b) The causes of these accidents are given below:—

| Cause                                          | No. of accidents |
|------------------------------------------------|------------------|
| 1. Failure of Railway Staff.                   | 442              |
| 2. Failure of persons other than Railway Staff | 152              |
| 3. Failure of Mechanical equipment             | 189              |
| 4. Track defects                               | 42               |
| 5. Failure of Electrical equipment             | 3                |
| 6. Sabotage                                    | 4                |
| 7. Accidental                                  | 79               |
| 8. Cause could not be established              | 27               |
| 9. Cause not yet finalised                     | 67               |
| TOTAL :                                        | 976              |

(c) In these accidents, 227 persons were killed and cost of damage to railway property has been estimated at approximately Rs. 615.8 lakhs.

(d) Since failure of railway staff is the largest single factor responsible for accidents, safety organisations on the railways have been engaged in a relentless campaign to create greater safety consciousness amongst the staff connected with running of trains and to ensure that staff do not violate rules or indulge in short-cut methods that may lead to accidents.

Examination of trains and spot checks in carriage and wagon depots have been intensified and greater

care is being paid to the proper maintenance of track. In order to reduce dependence on the human element, sophisticated aids like ultrasonic flaw detectors for wheels, axies and rails, axle counters, track circuiting etc. are being introduced progressively.

As most of the accidents at level crossings are caused by rash and negligent acts of road users, railways have been conducting educative campaigns amongst the road users by distributing leaflets, pamphlets, exhibiting slides in cinema halls etc. Surprise checks are also conducted in co-ordination with State Police authorities to ensure rigid compliance with Motor Vehicle Rules by road users. In addition, potentially hazardous unmanned level crossings are being manned at the cost of the railways.

#### Construction of Mokamah-Farakka National Highway

1455. SHRI D. P. YADAV: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the National Committee on Transport Policy has recommended the construction and completion of (i) Mokamah-Farakka National Highway and (ii) Lateral Road (Bareilly Amingaon)—Darbhanga Forbesganj sector on priority basis;

(b) is so, whether these two roads have been included in the draft Sixth Plan proposals; and

(c) if so, the salient features of the Scheme and the period by which Government expect to complete these two projects?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):  
(a) Yes, Sir.

(b) and (c). The Sixth Five Year Plan 1980—85 allocations for various sectors have yet to be finalised. As

soon as final decision is taken in the matter and in case there is adequate provision for new additions to the existing National Highway system, the requirements of various States including those indicated by the National Committee on Transport Policy, would have to be examined further and a view taken, taking into account the inter-se priority of individual schemes on an all India basis, criteria laid down for declarations of new roads as National Highways, the funds available for this purpose, etc.

#### छपड़ा-रक्सौल लाइन

1456. श्री हरिकेश बहादुर: क्या रेल रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे में छपड़ा से बेतिया-रक्सौल तक बरास्ता बनियापुर एक नई रेल लाइन के निर्माण का कोई प्रस्ताव सरकार के विचाराधीन है ; (क)

(ख) यदि हां, तो निर्माण कार्य कब शुरु किया जाएगा; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) इस लाइन के निर्माण के लिए अभी कोई सर्वेक्षण नहीं किया गया है ! मोटे तौर पर मृत्यांकन के अनुसार प्रस्तावित मार्ग पर बड़े ग्रामान की लाइन 150 कि० मी० लम्बी होगी और उस पर लगभग 30 करोड़ रुपये की लागत आयेगी । संसदों की तंगी के कारण इस समय इस लाइन के निर्माण कार्य को हाथ में लेना सम्भव नहीं है ।

**(बनियापुर रोड पर उरिपुल)**

1457. श्री सत्यदेव सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे के अन्तर्गत छररा जंक्शन के पश्चिम में बनियापुर रोड पर एक उरिपुल के अभाव में लोगों को अत्यधिक कठिनाई हो रही है ;

(ख) क्या सरकार उक्त उरिपुल के निर्माण के बारे में विचार कर रही है; यदि

(ग) यदि नहीं, तो न्यूनतम काल में क्या है ?

रेल मंत्रालय तथा संबन्धी कार्य विभाग में उरिपुल (श्री मल्लिकार्जुन) : (क) में (1) पूर्वोत्तर रेलवे के छररा जंक्शन के पश्चिम में बनियापुर रोड पर एक उरिपुल के निर्माण का प्रस्ताव रेल मंत्रालय के विभागीय है।

**Robbery in Darjeeling Mail**

1458. SHRI SUBHASH CHANDRA BOSE ALLURI:

SHRI K. P. SINGH DEO;

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Darjeeling Mail was robbed on the night of 26th January, 1981 between Kabhar and Kureeltia;

(b) whether it is also a fact that the passengers lost about five lakhs worth of goods and belongings; and

(c) whether Government have considered the desirability of introducing an insurance scheme for rail passengers to compensate them adequately for such incidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIA-

MENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes. There was a case of dacoity in the second class compartment of 64 Dn. Darjeeling Mail on the night of 26th January 1981 between Katihar and Kuretha Railway Stations in Katihar-Malda Town Broad Gauge Section of N.F. Railway.

(b) Some of the passengers were robbed of their cash, clothes etc. worth Rs. 5,000/-. One passenger sustained injuries. Police has arrested six criminals involved in the case with recovery of stolen articles worth Rs. 2,000/-.

(c) No, as law and order is the state subject. However, in case of death or injury involving Railway accident, the passengers are compensated, the maximum amount of compensation being Rs. 50,000/-.

**Indian Stranded in Tel Aviv**

1459. SHRI MADHAVRAO SCINDIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Government had rescued a batch of about 106 Indians from Tel Aviv, in November, 1980 which had been left high and dry, by paying for their air-tickets back to Bombay;

(b) whether any investigations have since been made into the operations of the gang; and

(c) if so, the outcome thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The repatriation was arranged after taking the usual undertaking from them that they would reimburse the expenditure to the Government.

(b) and (c). Seven persons were arrested but released on bail and police investigations are still in progress.



**Agitation by Railway Protection Force**

1461. SHRI GEORGE FERNANDES: Will the Minister of RAILWAYS be pleased to state:

(a) whether personnel of the Railway Protection Force have been agitating holding demonstrations, rallies, hunger strikes etc. in recent weeks;

(b) if so, what are the demands on which the agitation is being conducted;

(c) whether Government have taken any steps to negotiate with R.P.F. Association on their demands; and

(d) if so, with what result.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). In the months of October-November, 1980 certain staff of the Railway Protection Force resorted to issue of pamphlets, demonstrations, etc., and also in a few cases had observed token *en masse* fasts on some of the demands, which, *inter alia*, included the grant of bonus, restructuring of R.P.F., better avenues of promotion, etc. As a result of informal discussions held with the representatives of the R.P.F. staff this agitational programme was suspended and Government are already looking into the demands of the staff on merits within the financial and other restraints.

**Extension of D.T.C. Bus Route No. 900 to Wazirpur Depot**

1462. SHRI KRISHNA PRATAP SINGH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is a proposal under consideration of Delhi Transport Corporation to extend Route No. 900 to Wazirpur Depot which at present terminates at Punjabi Bagh

to give better service to Government servants working in the Central Secretariat Complex;

(b) if so, when such a facility is likely to be provided; and

(c) if not, the difficulties in extending this bus Route upto Wazirpur Depot?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) to (c). Route No. 900 is operating between Kendriya Terminal and Punjabi Bagh Terminal and is one of the routes which have been introduced under the concept of direction oriented services between Central Exchange and Nodal points in the city. This is a well established route and cannot be disturbed. Moreover, there has never been any demand for the extension of Route No. 900 from Punjabi Bagh Terminal to Wazirpur Depot. Those who want to travel towards Wazirpur Depot side, can conveniently change-over at Punjabi Bagh Terminal. Besides, Central Secretariat complex and Wazirpur Depot are connected by the direct services of route No. 160 and 170 operating between Regal and Shalimar Bagh and Saraswati Vihar respectively.

**Increase in dacoities in Running Trains during 1980-81**

1463. SHRI RAM VILAS PASWAN:  
PROF. P. J. KURIEN:  
SHRI HARINATH MISRA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that dacoities in the running trains have increased considerably during the period 1980-81 as compared to the preceding years;

(b) the number of such dacoities committed during the period 1980-81 and the name of such trains thereof;

(c) the loss suffered by passengers in each case; and

(d) whether any compensation was paid by Government to the passengers and if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). 99 cases of dacoities during 1980 and 13 cases of dacoities in January, 1981 in running trains have been reported on all Indian Railways. The names of the trains and the loss suffered by passengers in each case are as under:

| Railway       | S. No. | Name of Train  | Loss suffered by passengers (in Rs.) |
|---------------|--------|----------------|--------------------------------------|
| Western       | 1      | 91 Dn.         | 3050                                 |
|               | 2      | 745 Dn.        | 2550                                 |
|               | 3      | 20 Up          | 11134                                |
|               | 4      | Up local train | 5430                                 |
|               | 5      | 581 Up         | 23380                                |
|               | 6      | 81 Up          | 5000                                 |
|               | 7      | 56 Up          | 8750                                 |
|               | 8      | 55 Dn.         | 1530                                 |
| N. F.         | 9      | 1 Dn.          | 2700                                 |
|               | 10     | 44 Dn.         | 350                                  |
|               | 11     | 44 Dn.         | 1000                                 |
|               | 12     | 1 D. Up        | 10545                                |
|               | 13     | 101 Up         | 8000                                 |
|               | 14     | 35 Dn.         | 25000                                |
| South Eastern | 15     | 315 Up         | 2520                                 |
|               | 16     | 8 Dn.          | 1850                                 |
|               | 17     | 463 Up         | 3295                                 |
|               | 18     | PH 2           | 5000                                 |
|               | 19     | 133 Dn.        | 15000                                |

| Railway       | Sl. No. | Name of Train | Loss suffered by passengers (in Rs.) |
|---------------|---------|---------------|--------------------------------------|
| Northern      | 20      | 89 Up         | 3000                                 |
|               | 21      | 464 Dn.       | 2500                                 |
|               | 22      | 142 Dn.       | Nil                                  |
|               | 23      | 77 Dn.        | 20500                                |
|               | 24      | 321 Up        | 601                                  |
|               | 25      | 331 Up        | 2800                                 |
|               | 26      | 10 Dn.        | 1000                                 |
|               | 27      | 378 Dn.       | 830                                  |
|               | 28      | 6 LC          | 7999                                 |
|               | 29      | 4 BC          | 53374                                |
|               | 30      | 3 BC          | 5677                                 |
| Centra        | 31      | 2 HM          | 2500                                 |
|               | 32      | 104 Dn.       | 16000                                |
|               | 33      | 120 Dn.       | 36676                                |
|               | 34      | 2 AGN         | 5400                                 |
|               | 35      | 361 Up        | 2600                                 |
|               | 36      | 36 Up         | 1550                                 |
|               | 37      | 116 Up        | 15000                                |
|               | 38      | 39 Dn         | 7042                                 |
|               | 39      | 4 Dn          | 2282                                 |
|               | 40      | 165 Up        | 2000                                 |
| North Eastern | 41      | 171 Up        | 2000                                 |
|               | 42      | 38 Dn         | 1190                                 |
|               | 43      | 257 Up        | 3790                                 |
|               | 44      | 315 Up        | 9000                                 |
|               | 45      | 71 Up         | 2500                                 |
|               | 46      | 171 Up        | 650                                  |
|               | 47      | 72 Dn.        | 3000                                 |
|               | 48      | 256 Dn.       | 600                                  |
|               | 49      | 288 Dn        | 20000                                |
|               | 50      | 34 Dn.        | 4500                                 |
|               | 51      | 77 Dn.        | 5050                                 |

| Railway               | S. No. | Name of Train  | Loss suffered by passengers (In Rs.) |
|-----------------------|--------|----------------|--------------------------------------|
|                       | 52     | 311 Up         | 8000                                 |
|                       | 53     | 603 Up         | 10000                                |
|                       | 54     | 329 Up         | 5000                                 |
|                       | 55     | 87 Up          | 8500                                 |
|                       | 56     | 281 Up         | 10000                                |
|                       | 57     | 36 Dn.         | 10215                                |
|                       | 58     | 238 Dn.        | 1000                                 |
|                       | 59     | 36 Dn.         | 2775                                 |
|                       | 60     | 361 Up         | 870                                  |
|                       | 61     | 87 Up          | 265                                  |
|                       | 62     | 528 Dn.        | 3800                                 |
|                       | 63     | 237 Up         | 15000                                |
|                       | 64     | 430 Dn.        | 825                                  |
|                       | 65     | 311 Up         | 2500                                 |
|                       | 66     | 342 Dn         | 2500                                 |
|                       | 67     | 443 Up         | 6000                                 |
|                       | 68     | 410 Up         | 8742                                 |
| South Central Eastern | 69     | 238 Passenger  | 1150                                 |
|                       | 70     | S 234 Dn.      | 25000                                |
|                       | 71     | 348 Dn.        | 600                                  |
|                       | 72     | 59 Us.         | 7000                                 |
|                       | 73     | BB 520 Dn.     | 7030                                 |
|                       | 74     | 319 Up         | 153                                  |
|                       | 75     | 354 Dn.        | 3000                                 |
|                       | 76     | Dn. N.H. Local | 2000                                 |
|                       | 77     | K151 Up        | 1200                                 |
|                       | 78     | BB 538 Dn      | 1200                                 |
|                       | 79     | SD 129 Up      | 2500                                 |
|                       | 80     | P 390 Dn.      | 1000                                 |
|                       | 81     | C 232 Dn.      | 4500                                 |
|                       | 82     | M229 Up        | 5000                                 |
|                       | 83     | 329 Up         | 2000                                 |

| Railway       | S. No. | Name of Train | Loss suffered by passengers (in Rs.) |
|---------------|--------|---------------|--------------------------------------|
|               | 84     | 87 Up         | 30000                                |
|               | 85     | 327 Up        | 5000                                 |
|               | 86     | 51 Up         | 12000                                |
|               | 87     | 170 Dn        | 20000                                |
|               | 88     | 21 Up         | 4000                                 |
|               | 89     | 327 Up        | 4000                                 |
|               | 90     | 51 Up         | 16712                                |
|               | 91     | 168 Dn.       | 15000                                |
|               | 92     | 176 Dn.       | 15000                                |
|               | 93     | 2 SJ          | 100                                  |
|               | 94     | 50 Dn.        | Nil                                  |
|               | 95     | 40 Dn.        | 4000                                 |
|               | 96     | 327 Up        | 5605                                 |
|               | 97     | 328 Dn.       | 15000                                |
|               | 98     | 50 Dn.        | 3000                                 |
|               | 99     | 7 Up          | Nil                                  |
| 1981          |        |               |                                      |
| South Eastern | 1      | 215 Up        | 292                                  |
|               | 2      | 37 Up         | 660                                  |
| Northern      | 3      | 1 AUC         | 3745                                 |
| N.F.          | 4      | 64 Dn.        | 50000                                |
| Western       | 5      | 620 Up Local  | 5300                                 |
| North Eastern | 6      | 342 Dn.       | 1335                                 |
|               | 7      | 108 Dn.       | 3706                                 |
|               | 8      | 260 Dn.       | 1200                                 |
| Eastern       | 9      | NB 25 Up      | 1500                                 |
|               | 10     | M 212 Dn.     | Nil                                  |
|               | 11     | 54 Dn.        | 14950                                |
|               | 12     | 348 Dn.       | 800                                  |
|               | 13     | 131 Up        | 2150                                 |

(d) No.

### Setting up of Shore Academy

1464. SHRI M. RAMGOPAL REDDY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have been urged to set up a Shore Academy in the country and acquire a cargo-cum-training ship to train maritime personnel; and

(b) if so, the reaction of Government thereto?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERANDRA PATIL): (a) Yes, Sir.

(b) It has been decided that the existing training capacity of Merchant Navy training institutions may be augmented to meet the shortage of trained maritime personnel. For this purpose, the Directorate General of Shipping is in the process of preparing project reports for the institutions and for the acquisition of a training-cum-cargo Ship for navigating cadets. Project Reports are also being prepared for augmenting the training capacity for maritime engineering cadets.

### Dieselisation of New Bongaigaon-Howrah Janta Express and New Jalpaiguri-Howrah passenger train

1465. SHRI CHITTA MAHATA: Will the Minister of RAILWAYS be pleased to state:

(a) whether New Bongaigaon-Howrah Janta Express and the New Jalpaiguri-Howrah passenger train would be hauled by diesel engine in order to enable it to carry more coaches instead of steam engine; and

(b) if so, when?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No. Not at present.

(b) Does not arise.

### सिधना से खेतड़ी नगर तक एक शटल रेल गाड़ी चलाना

1466. श्री प्रशोक गहलोत : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को सिधना से जयपुर रींगस के रास्ते खेतड़ी नगर तक एक शटल रेलगाड़ी चलाने के बारे में कोई अभ्यावेदन प्राप्त हुआ है ;

(ख) यदि हां, तो क्या सरकार का विचार यह शटल गाड़ी चलाने का है ; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्रालय तथा संमन्वीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क)से (ग). सम्भवतः माननीय सदस्य का प्रश्न डाबला-सिधाना खण्ड पर यात्री गाड़ियां चलाने से है। इसकी जांच की गई है, लेकिन इसे व्यावहारिक नहीं पाया गया क्योंकि डाबला-सिधाना खण्ड केवल माल यातायात संचलन के लिए खुला है। प्रसंगवश यह भी उल्लेखनीय है कि खेतड़ी नगर रेलवे स्टेशन नहीं है बल्कि सिधाना रेल स्टेशन के निकट केवल एक प्रावामीय क्षेत् है।

### विदेश मंत्री द्वारा दौरा किये गये देश

1467. श्री कृष्णबल मुत्तानपुरी : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) विदेशों के साथ मंत्री संबंधों को सुदृढ़ करने की दृष्टि से उन्होंने विगत दो वर्षों में किन किन देशों का दौरा किया है; और

(ख) उन देशों के साथ तथा अन्य देशों के साथ हुई बातचीत के क्या परिणाम निकले ?

विदेश मंत्री (श्री पी० बी० नरसिंह राव) : (क) और (ख). सदन की मेज पर एक विवरण रखा गया है जिसमें पिछले दो वर्ष के दौरान विदेश मंत्री और पूर्ववर्ती विदेश मंत्रियों की विदेश यात्राओं का व्यौरा दिया गया है।

विवरण

जिन देशों की यात्रा की कब यात्रा की किन विषयों पर विचार-विमर्श किया गया और उससे क्या हासिल हुआ।

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श्री घटल बिहारी वाजपेयी

कुवैत मई, 1979 ये यात्राएं सद्भावना और सम्बन्धित देशों की सरकारों से संयुक्त भरब भ्रमीरात सीरिया मु. विचार-विनिमय के लिए थीं। इन यात्राओं से द्विपक्षीय सम्बन्धों को और मुदृढ़ बनाने में सहायता मिली।

मोवियन समाजवादी गणतंत्र संघ जून, 1979 भूतपूर्व प्रधान मंत्री श्री सोरारजी देसाई के साथ इन देशों की यात्रा की, इन यात्राओं से एक-दूसरे के विचारों को अच्छी तरह से समझा गया और सम्बन्धित देशों की इस इच्छा पर बल दिया गया कि भिन्न-भिन्न क्षेत्रों में पारस्परिक लाभ के द्विपक्षीय सम्बन्धों को बढ़ाया जाए।

घल्जीरिया जून, 1979 यह दोनों देशों के बीच आर्थिक, सांस्कृतिक और वैज्ञानिक क्षेत्रों में सहयोग बढ़ाने के लिए एक सद्भावना यात्रा थी।

श्री एम० एन० मिश्रा

इटली दिसम्बर, 1979 संयुक्त राष्ट्र की महासभा के 34वें अधिवेशन में भाग लेने के बाद दिल्ली लौटते समय उन्होंने पारस्परिक हितों पर लाभप्रद विचार-विमर्श किया।

पी० बी० नरसिंह राव

फ्रांस मार्च, 1980 फ्रांस के विदेश मंत्री से न्यूयार्क में ग्रुप 77 की बैठक के बारे में बातचीत की। दोनों विदेश मंत्रियों ने विनामशील देशों में आर्थिक सहयोग के बारे में भी विचार-विमर्श किया।

जर्मन संघीय गणराज्य मार्च, 1980 विदेश मंत्री जैन्गर से द्विपक्षीय मद्दों पर वातचीत हुई बॉन में भ्रपने प्रवास के दौरान उन्होंने संघीय राष्ट्रपति कार्सल और चांसलर शिमत से भी भेंट की। इस बातचीत के दौरान दोनों विदेश मंत्रियों ने आपसी सम्बन्धों की समीक्षा की और दोनों देशों के बीच सौहार्द और मित्रतापूर्ण सम्बन्धों की पुष्टि की।



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| सोवियत समाजवादी गणतंत्र संघ | जून, 1980        | इस यात्रा से एक दूसरे के विचारों को अच्छी तरह समझा गया और इस इच्छा पर बल दिया गया कि भिन्न-भिन्न क्षेत्रों में पारस्परिक लाभ के द्विपक्षीय सम्बन्धों को बढ़ाया जाये।                                                                                                                                                                                                          |
| बंगला देश                   | अगस्त, 1980      | इस यात्रा के दौरान विदेश मंत्री ने अन्तर्राष्ट्रीय और द्विपक्षीय सम्बन्धों पर बंगलादेश के नेताओं से व्यापक रूप से विचार-विमर्श किया। महत्वपूर्ण द्विपक्षीय मुद्दों पर विशेष रूप से विस्तृत चर्चा हुई। इस यात्रा से भारत-बंगलादेश सम्बन्ध और सुदृढ़ हुए और दोनों देशों को एक-दूसरे का दृष्टिकोण समझने में सहायता मिली। इस यात्रा के दौरान कोई विशिष्ट समझौता सम्पन्न नहीं हुआ। |
| वैजुएला                     | अगस्त, 1980      | प्रधान मंत्री के विशेष दूत के रूप में यात्रा वैजुएला के राष्ट्रपति, विदेश मन्त्री, ऊर्जा और खान मंत्री तथा वित्त मंत्री से ऊर्जा सप्लाय से सम्बन्धित मामलों पर विचार-विमर्श किया।                                                                                                                                                                                             |
| क्यूबा<br>मैक्सिको          | अक्तूबर,<br>1980 | इन यात्राओं से सम्बन्धित देशों से महत्वपूर्ण अन्तर्राष्ट्रीय मुद्दों पर पारस्परिक हितों और द्विपक्षीय सम्बन्धों पर विचार-विमर्श करने का सुअवसर मिला।                                                                                                                                                                                                                          |
| स्विटजरलैंड<br>लेबनान       | नवम्बर,<br>1980  | द्विपक्षीय और सामान्य हित के मामलों पर विचार-विमर्श किया गया।                                                                                                                                                                                                                                                                                                                 |

#### Rise in Road Accidents

(c) whether it is also a fact that the safety organised by the Indian

1468. SHRI B. V. DESAI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

Roads Congress during its Fourth Annual Session highlighter these accidents;

(a) whether it is a fact that the growth of road transport has been accompanied by a steep rise in road accidents;

(d) whether they have suggested that there was an urgent need for further researches for developing effective national safety measures;

(b) if so, whether metropolitan cities account for 50 per cent of total accidents;

(e) if so, the other suggestions made in this regard;

(f) what steps Government are taking to check this steep rise in road accidents during the Sixth Five Year Plan; and

(g) the total amount allotted for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) No, Sir. The rate of growth in the number of motor vehicles during the last few years has been much higher than the rate of increase in the number of road accidents.

(b) Information is not readily available and is being collected.

(c) The Fourth Road Safety Annual Workshop of Indian Roads Congress highlighted the seriousness of the problem of accidents in order to create an awareness and need for tackling road safety problems on priority scale.

(d) and (e). Indian Roads Congress in its fourth Session held in 1979 have suggested a number of studies and also asked for systematic collection of accidents data with complete coverage, designing of accidents forms. These other suggestions include engineering measures, enforcement measures, educational measures and accident investigations, medicare and general measures for reduction of accident rates.

(f) In order to arrest increasing trend of road accidents, the State Governments have been requested from time to time to ensure that strict tests are taken before granting driving licences, that the licences of drivers involved in road accidents may be cancelled.

(g) The provisions for Establishments like Enforcement Agencies of the State Governments Transport Authorities and the police Authorities are made by the State Governments/ Union Territory Administrations in their general budget.

### "Audio Visual propaganda for Family Welfare Scheme"

1469. SHRI GHUFRAN AZAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are giving priority to audio-visual propaganda for family welfare scheme;

(b) if so, the allocation of funds for publicity through different media during the current year; and

(c) the details of audio-visual medium in circulation on T.V. and Cinema etc.?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) The Government are making use of all audiovisual media including Radio, Films, Television, exhibitions, cinema slides, hoardings and wall paintings—as well as other media for the promotion of the family welfare programme.

(b) A total sum of Rs. 528.47 lakhs has been allocated for publicity through different media during the current financial year. The break-up of allocations is as follows:

(i) Mass Education Media Organisations in the States Rs. 250 lakhs

(ii) Media Units of the Ministry of Information and Broadcasting Rs. 194.97 lakhs

(iii) Mass Education Media Organisation of the Ministry of Health and Family Welfare at the Headquarters Rs. 83.50 lakhs

The provision includes funds for the organisation of 50,000 educational camps of opinion leaders in villages.

(c) 1980-81 expectations from the Central Media Units alone include:

(i) nearly 60,000 programmes through AIR;

(ii) thirty documentaries through Films Division;

(iii) nearly 40,000 films programmes in villages; and

(iv) nearly 20,000 folk art programmes. In addition, all the media units at the disposal of the State Governments are involved in the promotion of the family welfare programme.

#### Railway lines in North Eastern Zone during Sixth Plan

1470. SHRI AJOY BISWAS: Will the Minister of RAILWAYS be pleased to state:

(a) the proposals for expansion of Railway lines during the Sixth Plan period in the North Eastern Zone; and

(b) whether there is any proposal to extend the railway line from Kumarghat to Agartala?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) A Statement is attached.

(b) Proposal to carry out survey for extension of MG rail link from Kumarghat to Agartala has been included in 1981-82 budget. The project will be further considered after the survey is completed, reports examined from all angles, subject to availability of funds and clearance by the Planning Commission.

#### Statement

The following projects of railways are in progress/proposed to be taken up in the North Eastern Region during the Sixth Plan:

#### A. ON-GOING SCHEMES

1. Laying of parallel BG Railway line from New Bongaigaon to Gauhati in Assam (163 kms.).

2. Balipara-Bhalukpong new MG line in Arunachal Pradesh|Assam (33.45 kms.).

3. Dharmanager-Kumarghat new MG line in Tripura (23,50 kms.)

4. Silchar-Jiribam new MG line in Manipur|Assam (50.26 kms.).

5. Lalaghat-Bhairabi new BG line in Mizoram|Assam (48.77 kms.).

6. Gauhati-Burnighat new BG line in Meghalaya|Assam (28.21 kms.).

7. Anguri-Tuli new MB line in Nagaland|Assam (17.07) kms.)

#### B. NEW SCHEMES, INCLUDED IN 1981-82 BUDGET

1. Conversion of Gauhati-Dibrugarh MG line into BG (580 kms.) in Assam.

2. Provision of additional traffic facilities on Lumding-Badarpur Hill section-Phase-I.

3. Construction of rail-cum-road bridges across river Brahmaputra at Jogighopa, Pasighat and Dibrugarh.

4. Gauge conversion/Laying parallel BG line to Katihar-Barsoi-Alubari Road—Siliguri.

#### C. SURVEYS

Proposals for carrying out surveys for the following projects in the North Eastern Region are under active consideration in consultation with the North Eastern Council:

1. BG rail link from Pancharatnaghat-Gauhati via Dudhani.

2. BG rail link from Gauhati to Dibrugarh via Jakhlabandha, Badulipar, Jorhat and Sibsagar Town.

3. MG rail link from Lalaghat-Vairangte.
4. Kumarghat-Agartala MG rail link.
5. MG rail link from Dimapur to Chimakudi.
6. Bhairabi-Sairang MG rail link.
7. Murkongselek-Pasighat MG rail link.
8. Tipling-Itanagar MG rail link.
9. Alternative alignment to Lumding-Badarpur Hill section.

The above mentioned projects will be given further consideration after the surveys are completed, reports examined from all angles, subject to availability of funds and clearance by the Planning Commission.

रेलवे द्वारा कोयले की ढुलाई के लिए प्राथमिकता

1471. श्री वृद्धि चन्द्र जैन :  
 आचार्य भगवान देव :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राजस्थान नहर के निर्माण के लिए इंटरों का निर्माण करने लिए कोयले की ढुलाई के कोई प्राथमिकता नहीं दी जाती ;

(ख) तथा सरकार का विचार इस परियोजना के लिए कोयले की ढुलाई को प्राथमिकता देने का है; और

(ग) उक्त परियोजना के लिए 1979-80 और 1980-81 के दौरान कोयले के रैकों की मांग कितनी थी और इस मांग के उत्तर में कितने रैकों की सप्लाई की गई ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उा मंत्री (श्री मल्लिकार्जुन) : (क) और (ख) इंटर पकाने के लिये कोयले की ढुलाई को निम्नतम प्राथमिकता दी जाती है । बहरहाल, कोयले की इस ढुलाई के अन्तर्गत राजस्थान नहर परियोजना को सामान्य इंटर पकाने के प्रयोजन के लिए निर्धारित अन्य कोयलों की तुलना में प्राथमिकता दी जा रही है ;

(ग) 1979-80 के दौरान कोयले के छः रैकों का लदान किया गया था । 1980-81 के दौरान 20 फरवरी, 1981 तक 16 रैकों का लदान किया जा चुका है । वर्तमान लक्ष्य कोयले के 4 रैक प्रति माह है ।

#### Dismissal of South Eastern Railway Employees

1472. SHRI INDRAJIT GUPTA:  
 Will the Ministtr of RAILWAYS be pleased to state:

(a) the number of railway employees on the South Eastern Zone who have been either dismissed under 14(2) of the Discipline and Appeal Rules, and or arrested since December, 1980;

(b) the grounds for taking such drastic penal measures;

(c) the grievances of the employees which led to agitation by them; and

(d) whether the affected employees will be reinstated|released subject to any conditions?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) (i) No. removed|dismissed under 14 (ii) of the Discipline and Appeal Rules—35,

(ii) No. arrested—113.

(b) to (d). The uncalled for agitation recently resorted to by a sec-

tion of the loco running staff has been the subject matter of a *suo-moto* statement by the Minister for Railways in the Lok Sabha on 17-2-81 which explains the background to the action taken against staff involved in this agitation. The normal rules for discipline and appeal have been applied and will continue to apply in all such cases.

#### New Railway lines in next two years

1473. DR. KRUPASINDHU BHOI: Will the Minister of RAILWAYS be pleased to state:

(a) the names of Railway lines whose construction work is likely to be started during the next two years;

(b) what will be the estimated expenditure for the purpose; and

(c) when the construction works of those lines are likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Proposals for new railway lines to be constructed are decided and finalised in consultation with the Planning Commission at the time of finalising the Railway's Annual Plan and the Annual Railway Budget. Construction of a BG line from Telapur to Patancheru (8.31 kms.) in Andhra Pradesh on South Central Railway has been proposed in the Budget for 1981-82 at a cost of Rs. 2.22 crores with a provision of Rs. 30 lakhs in 1981-82.

#### Development of "Tromaril" Drug

1474. SHRI HARINATH MISHRA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention has been drawn to the development of a new drug by the scientists of Regional Research Laboratory, Hyderabad, named as "Tromaril" for the cure of arthritis and other allied ailments;

(b) whether the drug has been patented in the country under the Patents Law; and

(c) the span of trial to ascertain the efficiency of the drug and the number of persons on whom it was tried and the result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Tromaril, an anthranilic acid derivative, is a new non-steroidal anti-inflammatory/anti-rheumatic drug, discovered and developed by the Regional Research Laboratory, Hyderabad, under the code 'RH-8'. Tromaril is chemically N-beta-phenylethylanthranilic acid. Its International Non-proprietary name is "Enfenamic Acid".

(b) Information is being obtained from the Regional Research Laboratory, Hyderabad and will be placed on the Table of the Sabha in due course.

(c) The drug was tried in more than 300 cases over a period of four years. The drug 'Tromaril' had undergone extensive pharmacological, biochemical and toxicological evaluation before it was subjected to human clinical trials. Phase I and Phase II clinical studies were organised with the drug by the Regional Research Laboratory, Hyderabad. In view of the excellent response of patients in open clinical trials of arthritis, epistomy, transvaginal surgery, dentistry, trauma and in post-operative cases and good tolerance, "double blind clinical trials" were organised under the supervision of selected doctors to assess its clinical efficacy in comparison with oxyphenbutazone and placebo.

#### S.C. and S.T. Representations in Railway Service Commission, Madras

1475. SHRI M. ARUNACHALM: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the post of Member-Secretary in the Ser-



vice Commission Railway, Madras has fallen vacant with effect from 1st April, 1980 and the post has not so far been filled in by a suitable SC/ST Officer; and

(b) If so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) and (b). Yes, the post has fallen vacant from 1-4-1980. As required under the Rules, a panel of names, including a Scheduled Caste Officer, has been sent to the Union Public Service Commission whose final recommendation is awaited.

#### Performance of Steam Locomotives

1476. SHRI CHINTAMANI PANI-GRAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any important steps have been taken to improve the performance of steam locomotives; and

(b) if not the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) and (b). No major capital inputs to improve design capabilities of steam locomotives have been made.

The manufacture of steam locomotives was discontinued in 1971. In view of the limited load haulage and speed capabilities of steam locomotives, it is not proposed to undertake any design changes. Besides diesel/electric locomotives are better suited for haulage of through freight trains both from the point of view of operational reliability and economy in maintenance and energy consumption.

#### Rajagunta-Koraput line

1477. SHRI K. P. SINGH DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Government of Orissa has urged the Centre to have a Rajagunta-Koraput link;

(b) whether it is also a fact that but for this link, aluminium plant which is likely to come up at Koraput, will be seriously handicapped both for transporting of raw material and carrying back finished products; and

(c) if so, what action Government propose to take in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) and (b). Yes; for a new BG rail link between Rayagada and Koraput.

(c) The survey report has been received in the middle of January, 1981 and is being examined in different Directorates of the Ministry of Railways. Investment decision will be taken in consultation with the Planning Commission after evaluation of the survey report.

#### Trichur-Kuthippuram Line

1478. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of RAILWAYS be pleased to state:

(a) when the construction work of the Trichur-Guruvayoor-Kutti-puram Railway line would start; and

(b) the estimated expenditure to be incurred on the construction of the above line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) Updating of the earlier survey for a broad gauge line from Trichur to Kuttippuram via

Suruvayoor is in progress. Further action will be taken after the survey has been completed, report examined and the scheme cleared by Planning Commission.

(b) The cost of the scheme will be known only after the survey is completed.

#### Condition of Indian Doctors in Iran

1479. SHRI SHIV KUMAR SINGH THAKUR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are sending Indian Doctors to Iran;

(b) if so, the number of such Doctors sent to Iran upto the end of 1980;

(c) the terms and conditions on which the Doctors are sent; and

(d) whether any complaints have been received regarding the violation of these conditions by the Iranian authorities?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) 2467 doctors were selected by Iran through the established channels up to end of 1980.

(c) There is a standard service contract evolved by the Iranian Ministry of Health after the revolution.

(d) Government have not received any complaints of imposition of any restrictions which were not already there in the service contracts of Indian doctors in Iran. However, some difficulties have arisen from time to time because of the merger of different organisations with Iranian Ministry of Health and change of regulations by the Iranian Government. These mainly pertained to downward revision of salaries of doctors working with the defunct Red

Lion and Sun Society, etc., new regulations pertaining to overtime work and house rent allowance and restrictions on foreign exchange remittances. Whenever such complaints were brought to the notice of the Indian Embassy in Tehran, efforts were made to arrive at amicable solutions.

#### Free time fixed for manual loading in different ports

1480. SHRI LAKSHMAN MALICK: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the criteria fixed for determining free time for manual loading in different ports;

(b) the free time fixed for manual loading in different ports including Paradip Port;

(c) whether Government propose to rationalise the free time fixed for different ports including Paradip Port; and

(d) if so, the details in this regard?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) It is presumed that the expression "free time for manual loading" in the question by Hon'ble Member refers to the recess time allowed to manual cargo handling workers during a shift.

No criteria has been laid down for determining free time for manual loading at different ports.

(b) A statement showing recess time for various shifts of manual loading operation in the different ports is attached. Information relating to Paradip, Cochin and Kandla is awaited.

(c) No, Sir.

(d) Does not arise.

**Statement**

|             |           | <u>Shift Hours</u> | <u>Recess Hours</u> |
|-------------|-----------|--------------------|---------------------|
| 1. Bombay   | 1st Shift | 08.00 to 17.00     | 12.00 to 13.00      |
|             | 2nd Shift | 17.00 to 23.00     | 20.00 to 20.30      |
|             | 3rd Shift | 23.30 to 06.00     | 03.00 to 03.30      |
| 2. Calcutta | 1st Shift | 06.30 to 15.30     | 10.30 to 11.30      |
|             | 2nd Shift | 15.30 to 22.30     | 19.00 to 19.30      |
|             | 3rd Shift | 22.30 to 06.30     | 02.00 to 02.30      |

In respect of Calcutta Dock Labour Board workers, the recess time in the 3rd Shift is 02.30 to 03.00 Hours.

|                  |                                                                                                                                                                                                                                                                |                |                                                                       |
|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-----------------------------------------------------------------------|
| 3. Madras        | 1st Shift                                                                                                                                                                                                                                                      | 06.00 to 14.00 | 11.00 to 12.00                                                        |
|                  | 2nd Shift                                                                                                                                                                                                                                                      | 14.00 to 22.00 | 19.00 to 19.30                                                        |
|                  | 3rd Shift                                                                                                                                                                                                                                                      | 22.00 to 06.00 | 02.00 to 02.30                                                        |
| 4. Visakhapatnam | 1st Shift                                                                                                                                                                                                                                                      | 06.30 to 14.30 | No fixed recess, workers take recess of about 15 minutes in rotation. |
|                  | 2nd Shift                                                                                                                                                                                                                                                      | 15.00 to 21.30 |                                                                       |
|                  | 3rd Shift                                                                                                                                                                                                                                                      | 22.00 to 04.30 |                                                                       |
| 5. Mormugao      | 1st Shift                                                                                                                                                                                                                                                      | 07.30 to 16.00 | 12.30 to 13.00                                                        |
|                  | 2nd Shift                                                                                                                                                                                                                                                      | 15.30 to 24.00 | 20.30 to 21.00                                                        |
|                  | 3rd Shift                                                                                                                                                                                                                                                      | 23.30 to 08.00 | 03.30 to 04.00                                                        |
| 6. New Mangalore | 1st Shift                                                                                                                                                                                                                                                      | 08.00 to 17.00 | 10.00 to 10.30<br>13.00 to 14.00                                      |
|                  | 2nd Shift                                                                                                                                                                                                                                                      | 18.00 to 03.00 | 20.00 to 21.00<br>24.00 to 00.30                                      |
| 7. Tuticorin     | Cargo handling operations in Tuticorin Port has not been institutionalised. At present, manual cargo handling operations are carried out round the clock. During the continuous manual cargo handling operations the workers are allowed recess time as below: |                |                                                                       |
|                  | Lunch Break                                                                                                                                                                                                                                                    | 12.00 to 13.00 |                                                                       |
|                  | Tea Break                                                                                                                                                                                                                                                      | 15.00 to 15.15 |                                                                       |
|                  | Dinner                                                                                                                                                                                                                                                         | 18.00 to 19.00 |                                                                       |
|                  | Tea with Snacks                                                                                                                                                                                                                                                | 00.00 to 00.30 |                                                                       |
|                  | Rest                                                                                                                                                                                                                                                           | 03.00 to 07.00 |                                                                       |

Note:— Cargo handling operations in New Mangalore are not institutionalised. Workers are directly engaged by concerned Clearing & Forwarding/Steamer Agents.

**Two Tier and Three Tier second class Coaches in Rajdhani Express**

**in Rajdhani Express running between New Delhi and Howrah?**

1481. PROF. RUP CHAND PAL: Will the Minister of RAILWAYS be pleased to state whether Government has any proposal to introduce two tier and three tier second class coaches

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): No.

## गोंदिया-जबलपुर लाइन

1482. श्री सत्यनारायण जाटिया :  
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार के पास गोंदिया-जबलपुर और बालाघाट तिरौड़ी बड़ी रेल लाइन के निर्माण का कोई प्रस्ताव विचाराधीन है; और

(ख) यदि हां, तो उस के निर्माण का कार्य कब शुरू होगा ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) .(क) और (ख) जी नहीं । 1980 की सर्वेक्षण रिपोर्ट की जांच से ज्ञात हुआ है कि इस छोटी लाइन को बड़ी लाइन में बदलने और तिरौड़ी तक बढ़ाने का पर्याप्त शोचिन्त्य नहीं है ।

## Jhajjar—Rewari line

1483. SHRI RAJESH KUMAR SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration to construct a Railway line from Jhajjar to Rewari in Haryana State;

(b) if so, whether the survey has also been conducted; and

(c) if so, the time by which the work on the project will start?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) and (b). No.

(c) Does not arise.

## Gate Signals at Gate No. C-24 at Jaitgar

1484. SHRI NAWAL KISHORE SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the provision of gate signals at gate

No. C-24 at Jaitgar, Bikaner Division, Northern Railway has been sanctioned and signal posts fixed about a year back;

(b) if so, why the work has not been completed so far;

(c) whether a demand for providing telephone line between Sarupsar and Jaitgar Stations for this purpose was placed by the Railways to the Divisional Engineers (Telegraph) on 25th November, 1980;

(d) if so, whether the telephone line has since been provided; and

(e) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) Yes, the estimate was sanctioned and signal post was also erected in September, 1980.

(b) The work is held up due to non-availability of some important materials.

(c) Yes.

(d) No.

(e) The estimate is under preparation by P & T Department and materials are being arranged.

## मलेशिया में हवाई अड्डों तथा रेलों का विकास

1485. श्री राम प्यारे पनिका : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्र सरकार ने मलेशिया में हवाई अड्डों तथा रेलों के विकास के लिए मलेशिया सरकार को कोई पेशकश की है;

(ख) यदि हां, तो क्या मलेशिया सरकार के साथ इस बारे में कोई बातचीत की गई है; और

(ग) यदि हां, तो इस के क्या परिणाम निकले हैं ?

विदेश मंत्री (श्री पी० वी० नरसिंह राव) :

(क) जी हां ।

भारत सरकार ने निम्नलिखित मामलों में मलेशियाई अधिकारियों को सहयोग देने की पेशकश की है :—

(i) हवाई पत्तन—भारतीय अन्तर्राष्ट्रीय हवाई पत्तन प्राधिकरण द्वारा ।

(ii) रेलवे—रेल-भारत तकनीकी व आर्थिक सेवा लिमिटेड (रेल-इंडिया टेक्निकल एंड इकोनामिक सर्विसेज लिमिटेड) ।

(ख) जी हां ।

भारतीय अन्तर्राष्ट्रीय हवाई पत्तन प्राधिकरण और रेल-भारत तकनीकी व आर्थिक सेवा लिमिटेड के अधिकारियों ने अपने समकक्ष मलेशियाई अधिकारियों से वार्ता की है तथा राजनयिक माध्यमों से भी बातचीत हुई है ।

(ग) यद्यपि रेल-भारत तकनीकी व आर्थिक सेवा लिमिटेड और भारतीय अन्तर्राष्ट्रीय हवाई पत्तन प्राधिकरण द्वारा काम पाने के लिए बातचीत चल रही है, इन दोनों संगठनों को आशा है कि वे मलेशियाई अधिकारियों के साथ फलप्रद सहयोग कर सकेंगे । मलेशियाई रेल अधिकारियों को 'इरकोन' द्वारा की गई पेशकश पर विचार किया जा रहा है । दोनों देशों के परस्पर लाभार्थ सिद्ध हवाई पत्तन के निर्माण के लिए अपने मलेशियाई समकक्ष अधिकारियों की ओर से सहयोग संबंधी अद्यतन प्रस्ताव, भारतीय अन्तर्राष्ट्रीय हवाई पत्तन प्राधिकरण के विचाराधीन हैं ।

उगांडा से निष्कासित भारतीय

1486 श्री तारिक अन्वर :

श्री होरालाल अरार० परमार :

श्री केशव राव पारधी :

क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) उगांडा से निष्कासित गैर-निवासी भारतीयों के संबंध में सरकार की नीति क्या है;

(ख) इस संबंध में सरकार द्वारा की गई कार्यवाही का कालानुक्रमिक व्यौरा क्या है; और

(ग) उस के क्या परिणाम रहे ?

विदेश मंत्री (श्री पी० वी० नरसिंह राव) : (क) से (ग). अमोन शासन के दौरान भारतीय मूल के उगांडाई राष्ट्रियों को निष्कासित किए जाने के प्रश्न को उस देश की स्वतन्त्रता के बाद उगांडा सरकार के साथ उठाया गया था । उगांडा सरकार ने बताया है कि भारतीय मूल के ऐसे सभी उगांडाई राष्ट्रियों की वापसी का स्वागत है और उन के साथ वही व्यवहार किया जाएगा जो अन्य उगांडाई राष्ट्रियों के साथ किया जाएगा । लेकिन 19 मई, 1979 को तत्कालीन राष्ट्रपति यूमुफ लुले ने कहा था कि उन की सरकार उन परिसरों और व्यापारों का गैर-अधीनकारण नहीं करेगी और न कर सकती है जिन्हें उगांडियों द्वारा ले लिया गया है ।

जहां तक उगांडा से निष्कासित किए गए भारतीय राष्ट्रियों का संबंध है उगांडा और भारत की सरकारों ने इन लोगों द्वारा अपने पीछे छोड़ी गई सम्पत्ति तथा अन्य परिसम्पत्तियों के लिए 1975 में एक मुझावजा समझौता किया गया था । चूंकि 1972 से निष्कासित किए गए इन भारतीय राष्ट्रियों



के लिए मुआवजे के बारे में समझौता हो गया है, अतः सरकार इन भारतीय राष्ट्रकों की वापसी के लिए उर्गाडा सरकार से सम्पर्क करने का विचार नहीं कर रही है ।

#### National Highways in Kerala

1487. SHRI V. S. VIJAYARAGHAVAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) how many National Highways are in bad condition in Kerala at present;

(b) the amount of annual central allocation for the maintenance of these Highways;

(c) whether any amount was allowed to lapse during the last year; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) There are two National Highways viz. National Highway No. 17 and No. 47 in Kerala, and these are being maintained to the best possible extent subject to the overall availability of funds. Even though there have been extensive damages to these National Highways due to heavy and unprecedented rainfall during the recent past, both these National Highways have been maintained in traffic-worthy condition, and there has been no report of traffic hold-up on account of these damages.

(b) to (d). The funds for the maintenance and repairs of National Highways in Kerala are placed at the disposal of the State Government, after considering their requirement *vis-a-vis* the requirements of other States and the overall availability of funds earmarked for the purpose. The allotment made to the State Government and the expenditure in-

curred during the last five years, is indicated below:—

| Year    | Maintenance & Repairs of National Highways in Kerala |             |
|---------|------------------------------------------------------|-------------|
|         | Allotment                                            | Expenditure |
|         | (Rs. in lakhs)                                       |             |
| 1975-76 | 56.15                                                | 60.76       |
| 1976-77 | 58.02                                                | 59.60       |
| 1977-78 | 64.70                                                | 73.71       |
| 1978-79 | 85.55                                                | 96.57       |
| 1979-80 | 103.50                                               | 116.86      |
| 1980-81 | 152.03<br>( <i>so far</i> )                          | 90.20*      |

\*upto 12/80

As will be observed from the above table, expenditure exceeded the allotment during all these years, and no portion of the funds allotted lapsed.

#### DTC Service between Kamala Nehru Nagar Colony, Ghaziabad and Central Secretariat

1488. SHRI ATAL BIHARI VAJPAYEE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Kamla Nehru Nagar Colony in Ghaziabad is mainly for Central Government employees working in Delhi and Ghaziabad but there is no DTC or any other bus service from the colony to the Central Secretariat, Delhi or to Delhi and Ghaziabad Railway Stations; and

(b) by when such bus services would begin to ply?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir.

(b) The inter-state operation is required by reciprocal agreement between the concerned States. The DTC has been granted 10 permits by the State Transport Authority, Delhi in pursuance of such an agreement

to operate services in Delhi Ghaziabad Interstate route between I.S.B.T. Delhi and bus stand Ghaziabad via G.T. Road and Central Secretariat and Regal to Ghaziabad via Yamuna Bridge near I.T.O. and Mohan Nagar. D.T.C. buses running upto Ghaziabad do not touch Delhi Railway Station or Ghaziabad Railway Station. The Corporation has, however, provided 31 trips between Regal/I.T.O./Central Secretariat and Ghaziabad for the convenience of Government employees residing in different colonies/Mohallas in Ghaziabad. The Corporation cannot unilaterally extend its services to any point within Ghaziabad. As regards, the services between the colony and Ghaziabad Railway Station, the matter falls within the jurisdiction of State Government.

#### Rationalisation of D.T.C. Routes

1489. SHRI BHEEKHABHAI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government had received some suggestions in 1980 regarding rationalisation of some DTC routes, including route Nos. 912 & 913;

(b) if so, what action was taken thereon;

(c) whether it is possible to run either of these two route via R. P. Bagh, Ashok Vihar through the Northern Railway overbridge or introduction of a mini bus route accordingly;

(d) if so, by what time; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) The following suggestions were received by the DTC:—

- (i) Extension of route No. 913 from Punjabi Bagh Terminal to Rani Bagh Shakurbasti,

(ii) Change in the route of route No. 909.

(iii) Increase in the frequency of services of routes 911, 930 and 951 from Rani Bagh to various destinations.

(b) Frequency of services of route No. 930 operating between Rani Bagh and Kendriya Terminal has since been stepped up from 20 minutes to 15 minutes w.e.f. 5-9-80. A new route No. 932 has also been introduced from 10-1-81 to operate between Rani Bagh and I.S.B.I. via R. P. Bagh and Delhi University.

(c) to (e). It has not been considered advisable to disturb route 912 and 913 which are well establish services. It is not feasible to introduce a new mini bus route as all existing mini buses are employed on other routes from where they cannot be withdrawn. A new route No. 163 has been introduced w.e.f. 16-11-80 between Saraswati Vihar and Railway Station which runs via Pritampura, Ashok Vihar, New Railway Over-bridge connecting Ashok Vihar with G. T. Road, R. P. Bagh, G. T. Road and New Courts etc. The route covers almost all the areas as have been suggested. Another new route 932 links Rani Bagh with R. P. Bagh, Azadpur, University and I.S.B.T.

#### बीकानेर और लोहार के बीच स्टेशन

1490. श्री दौलत राम सारण : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उन गांवों के क्या नाम हैं जिन्होंने बीकानेर और लोहार, जोधपुर और लोहार और गंगानगर और जयपुर के बीच स्टेशन और हॉल्ट स्टेशन स्थापित किए जाने की मांग की है और उन की यह मांग कब से विचाराधीन है ;

(ख) इन स्टेशनों की कब तक व्यवस्था किये जाने की संभावना है; और

(ग) उक्त रेल लाइनों पर वर्तमान हाल्ट स्टेशनों के क्या नाम हैं और वे कब से बने हुए हैं और उन्हें पूरे स्टेशनों में कब तक बदल दिए जाने की संभावना है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) डोकवा, पायली और केडरला लोहारू ग्रामों के निवासियों से इन खंडों पर हाल्ट स्टेशन खोलने के लिये मांगे प्राप्त हुई थीं; ।

(ख) डोकवा हास्ट स्टेशन 26-1-81 को खोना जा चुका है। पायली गांव के निकट हाल्ट स्टेशन खोलने की प्रस्ताव पर विचार किया जा रहा है। झुंमुं और रतनगढ़ स्टेशनों के बीच केडरला लोहारू गांव के निकट हाल्ट स्टेशन खोलने का प्रस्ताव निदेशक, सर्वे आफ इंडिया, जयपुर द्वारा गांव के नाम का प्रनुमोदन किए जाने के लिये रूका पड़ा है। जैसे ही प्रनुमोदन प्राप्त हो जायेगा इस हाल्ट को खोलने की अधिमूचना जारी कर दी जायेगी।

(ग) इन लाइनों पर विद्यमान हाल्ट स्टेशनों के नाम तथा उन के खोले जाने की तारीखें नीचे दी गई हैं :—

| खण्ड का नाम          | हाल्ट स्टेशन का नाम | खोलने की तारीख |
|----------------------|---------------------|----------------|
| बीकानेर              | शीतल नगर            | 2-11-1970      |
| रतनगढ़               | बेवर भोजन           | 30-1-1977      |
| चोहारू               | कुशनपुरा            | 2-10-1967      |
|                      | डोकवा               | 26-1-1981      |
| जोधपुर-रतनगढ़        | जालसू नानक          | 1-7-1970       |
| श्री गंगानगर-पहाड़सर |                     | 15-11-1974     |
| जयपुर                | मुरारा              | 4-11-1971      |
|                      | जोरखियाम            | 6-5-1974       |

| 1 | 2 | 3 |
|---|---|---|
|---|---|---|

बुगलानवाली 15-1-1976

सलीमगढ़ 15-12-1965

मसानी

फतेहसिंह वाला 1-5-1969

लोहारू-जयपुर भोजासर 16-2-1951

कोलिडा बेरी 1-2-1962

संथालिया 16-7-1977

लोहारवाड़ा 18-10-1980

इन हाल्ट स्टेशनों को पूर्ण स्टेशनों में परिवर्तित करने का प्रोचिन्त्य नहीं है।

#### Meetings of Indo-UAE Joint Commission

1491. DR. VASANT KUMAR PANDIT: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the meetings of the Indo-UAE Joint Commission have been successful in identifying investment in India on different projects, if so details thereof;

(b) has any concrete proposal been finalised with petrodollar UAE and the details thereof; and

(c) what other agreements of bilateral economic benefit were considered and finalised?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The third meeting of the Indo-UAE Joint Commission which was held in New Delhi on December 20, 1980, *inter alia* discussed in general the steps that should be taken to promote increased UAE financial participation in development projects and joint ventures, especially in the

fields of energy petro-chemicals, hotels and hospitals.

(b) and (c) A number of specific proposals are being discussed.

As such proposals entail detailed studies, the finalisation of bilateral agreements would take some time.

**Representations from Ticket Checking Staff**

1492. SHRI D. S. A. SIVAPRAKASAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether representations or petitions from ticket checking staff of Madurai Division have been received for redressal;

(b) if so, what are their grievances; and

(c) what steps Government have taken thereon?

The DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). In accordance with the Government's policy, staff representations received from different sources are given due consideration and action as considered necessary is taken. The representations of all categories of staff including the Ticket Checking

staff are considered and dealt with through the various tiers of the collective bargaining machinery—Permanent Negotiating Machinery and the Joint Consultative Machinery and also in informal discussions.

**Roads Upgraded as National Highways Since 1970**

1493. SHRI SAMAR MUKHERJEE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of roads in the country which have been upgraded as National Highways since 1970 with their names in each State;

(b) whether any road in West Bengal has been upgraded as a National Highway during the above period; and

(c) if not the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). Presumably, the Member is referring to the roads declared as National Highways since 1970. Information in regard to the number, names and the States through which the National Highways so declared (as National Highways) pass is given in the Statement enclosed. It will be seen therefrom that National Highway No. 31C passes through West Bengal.

(c) Does not arise.

**Statement**

| Sl. No. | N.H. No. | Name of route                                                    | State through which it passes            |
|---------|----------|------------------------------------------------------------------|------------------------------------------|
| 1       | 2        | 3                                                                | 4                                        |
| 1       | 15       | Pathankot—Amritsar—Bikaner—Jaisalmer—Sanchor—Samakhiali (Kandla) | Punjab, Rajasthan and Gujarat.           |
| 2       | 21       | Chandigarh—Manali                                                | Chandigarh, Punjab and Himachal Pradesh. |
| 3       | 48       | Neelamangla (Bangalore)—Hassan—Mangalore                         | Karnataka.                               |

| 1  | 2   | 3                                                                                                     | 4                                       |
|----|-----|-------------------------------------------------------------------------------------------------------|-----------------------------------------|
| 4  | 17  | Panvel—Panaji—Mangalore—Kozikode—Edapally.                                                            | Maharashtra, Goa, Karnataka and Kerala. |
| 5  | 7A  | Palyankottai—Tuticorin                                                                                | Tamil Nadu.                             |
| 6  | 5A  | Haridaspur—Paradeep Port                                                                              | Orissa.                                 |
| 7  | 23  | Chas-Gola—Ormanjhi—Ranhchi—Gumla—Rourkela—Barakot—Junction with National Highway No. 42 near Talcher. | Bihar and Orissa.                       |
| 8  | 17A | Cortlim—Marmugao                                                                                      | Goa.                                    |
| 9  | 4A  | Belgaum—Panaji                                                                                        | Karnataka and Goa.                      |
| 10 | 36  | Nowgong—Dimapur                                                                                       | Assam and Nagaland.                     |
| 11 | 44  | Shillong—Passi—Badarpur—Agartala                                                                      | Meghalaya, Assam and Tripura.           |
| 12 | 1B  | Batote—Doda—Kishtwar                                                                                  | Jammu and Kashmir.                      |
| 13 | 8C  | Chiloda—Gandhinagar—Sarkhej                                                                           | Gujarat.                                |
| 14 | 31C | Highway starting from near Galgalia—Junction with National Highway No. 31 near Bijni.                 | West Bengal and Assam.                  |
| 15 | 51  | Paikan—Dalu                                                                                           | Assam and Meghalaya.                    |
| 16 | 52  | Baihata Charali—Pasighat—Junction with National Highway No. 37 near Saikhoaghat.                      | Assam and Arunachal Pradesh.            |
| 17 | 52A | Bander Dewa—Itanagar                                                                                  | Assam and Arunachal Pradesh.            |
| 18 | 53  | Highway starting from near Badarpur—Imphal                                                            | Assam and Manipur                       |
| 19 | 54  | Silchar—Aizawal—Lunglei                                                                               | Assam and Mizoram.                      |

In addition to those, recently National Highway No. 12 has been extended from Biaora to Jaipur.

**News-Item Entitled 'Indian Mission Staff Paid below U.S. Limit'**

1494. SHRI S. M. KRISHNA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the news item 'Indian Mission staff paid below U.S. Limit' appearing in the 'Indian Express', New Delhi dated the 2nd February, 1981;

(b) if so, the facts thereof; and

(c) the reaction of Government thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) and (c). Our staff in Missions and Posts abroad are paid according to Government of India rules and not according to the regulations of any foreign Governments. Revision of these emoluments is done periodically so as to neutralise some if not all, the inflationary factors in a specific economy abroad. A decision in principle has already been taken to sanction some increase in the emoluments paid to Indian Mission's staff in the United States. The decision shall be implemented after the completion of certain proposals about staff reductions.



**Bus Service in the Capital**

1495. SHRI S. M. KRISHNA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the D.T.C. services in the Capital have very much deteriorated, there are long-standing queues; commuters are huddled in the buses in peak hours like animals; their services are very erratic and number of trips are missed;

(b) whether there is over-crowding in mini-buses in Delhi and whether they are immune from over-loading; and if not, what action has been taken to stop such over-loading which is at times more than double the authorised capacity;

(c) what steps have been or are being taken to improve the Bus services in the capital particularly at this juncture when due to rise in fuel prices, a very large number have taken to travel in Buses alone; and

(d) what has happened to the venture of putting matadors or small buses on a point-to-point run?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) No, Sir. It is not correct to say that D.T.C. services have deteriorated. However, during peak hours there is over-crowding in buses.

(b) Legal action is taken by the Enforcement Authority of Delhi Administration and Delhi Police against such over-loading. Action is also taken by DTC against the mini bus owners who are operating their buses under DTC whenever specific complaint is received in terms of the provisions of the agreement entered into by DTC with these operators. However, during peak hours it sometimes becomes in-escapable as passengers force their way into the bus in spite of refusal by the conductor.

(c) DTC has formulated a Five Year Plan detailing the schemes which will enable provision of ade-

quate transport services to the commuters in Delhi. The over-crowding is expected to be reduced with the availability of planned additionality of buses and infra-structural facilities. The current year's plan provides for augmentation of 630 new buses and reduction in the number of held-up buses thereby increasing fleet utilisation. Further, the Corporation improving its repairing capacity and work on its second central workshop is in progress.

Over-crowding in buses will also be reduced with the introduction of electrified ring railway in the capital.

(d) The matter is under consideration of Delhi Administration.

**मीठापुर में पक्के पुल का निर्माण**

1496. श्री रामावतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पटना नगर का रेल लाइन के दक्षिण की ओर तेजी से विकास हो रहा है ;

(ख) यदि हां, तो क्या यह भी सच है कि पटना जंक्शन के पश्चिम में मीठापुर गोमती में पटना दक्षिण के पूर्व में राजेन्द्र नगर में यातायात परिवहन की सुविधा के लिए पिछले कई वर्षों से पक्के पुल के निर्माण की मांग की जा रही है ; और

(ग) यदि हां, तो सरकार की उस पर क्या प्रतिक्रिया है ?

रेल मंत्रालय तथा ससदीय कार्य विभाग में उपमंत्रो (श्री मन्त्रिकार्जुन) : (क) से (ग) वर्तमान नियमों के अनुसार वर्तमान समपारों के बदले ऊपरी/निचले सड़क पुल बनाने के प्रस्ताव राज्य सरकार/स्थानीय प्राधिकरण द्वारा प्रायोजित किये जाने अपेक्षित हैं। साथ ही उन्हें अपने हिस्से की लागत वहन करने का वचन भी देना होता है।

राजेन्द्र नगर में वर्तमान समपार के बदले ऊपरी सड़क पुल बनाने के प्रस्ताव की रेलवे द्वारा राज्य सरकार के परामर्श से जांच की जा रही है। मोठापुर में ऊपरी/निचले सड़क पुल के निर्माण के लिए राज्य सरकार/स्थानीय प्राधिकरण से अभी तक कोई प्रस्ताव प्राप्त नहीं हुआ है।

### रानीपुर में रेलवे क्रासिंग

1497. श्री रामावतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वी रेलवे के गुनजारबाग स्टेशन के पूर्व में रानीपुर-खिड़की महाला पर रेलवे क्रासिंग बनाने की मांग अनेक वर्षों से की जा रही है; और

(ख) यदि हां, तो सरकार द्वारा इस बारे में क्या कार्यवाही की गई है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) और (ख). 1959-60 में पटना नगर निगम ने समपार को चौकीदार वाला मानक चौड़ाई 18 फुट का बनाने तथा इस का दर्जा बढ़ाकर 'सी' श्रेणी करने का एक प्रस्ताव प्रस्तुत किया था। पटना नगर निगम ने इस काम की लागत के लिए 16034 रुपये की राशि भी जमा करा दी थी। लेकिन, रेलवे ने काम शुरू नहीं किया था क्योंकि पटना नगर निगम ने 18 फुट लम्बे मानक पहुंच मार्ग की व्यवस्था नहीं की जब कि वर्तमान नियमों के अनुसार ऐसा करना अपेक्षित था। पटना नगर निगम ने 1974 में इस प्रस्ताव को फिर से भेजा। लगभग 14 वर्ष की मध्यवर्ती अवधि के दौरान मजदूरी और सामग्री की लागत बढ़ जाने तथा संरक्षा की दृष्टि से फाटक पर सिगनल की व्यवस्था करने के संदर्भ में रेलवे को फिर से, अनुमान तैयार करना पड़ा। कार्य की संशोधित अनुमानित लागत 1,29,488 रुपये थी जिस की सूचना

पटना नगर निगम की जून, 1975 में दे दी गयी थी परन्तु शेष राशि रेलवे के पास अभी तक जमा नहीं करायी गयी है।

मजदूरी तथा सामग्री की लागत में और वृद्धि हो जाने के कारण अनुमान में पुनः संशोधन करना होगा। उत्तर दिशा में पटना नगर निगम द्वारा अभी भी, पहुंच मार्ग का पुनः ग्रेड निर्धारित किया जाना है। वर्तमान मूल्य के आधार पर जब भी लागत की राशि जमा करा दी जायेगी, रेलवे प्रायः आवश्यक कार्यवाही करेगी।

### Railway Workshop at Jamalpur

1498. SHRI DHARAMBIR SINHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a persistent demand from the Small Scale Units of Jamalpur and Monghyr that spare parts and other sundries should be purchased locally for the consumption of Railways Workshop at Jamalpur; and

(b) the total quantity of purchases made annually and the cost involved in it for purchases made in Calcutta and Monghyr (including Jamalpur)?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) The total purchases made directly by Jamalpur during the last 12 months is Rs. 6.64 lakhs out of which the purchases made from Calcutta is Rs. 6.23 lakhs and from Monghyr (including Jamalpur) is Rs. 0.41 lakhs.

### डबल इंकर सवारी डिब्बे

1499. आचार्य भगवान देव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलवे में इस समय कितने डबल इंकर सवारी डिब्बे चल रहे हैं तथा ये किन रूटों पर चल रहे हैं; और

(ख) भविष्य में प्रति वर्ष कितने डबल डेकर सवारी डिब्बे चलाने का विचार है तथा ये किन किन नय रूटों पर चलाये जायेंगे ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) इस समय भारतीय रेलों में 36 दुमजिले डिब्बे हैं और ये बम्बई-पुणे, बम्बई-सूरत, बम्बई-सेन्दुल-बलसाड़ और बम्बई-मनमाड खंडों पर चल रहे हैं ।

(ख) फिलहाल और अधिक दुमजिले सवारी डिब्बों का निर्माण करने का कोई प्रस्ताव नहीं है । फिर भी, वर्तमान सवारी डिब्बों का मार्ग-परिवर्तन करके इन्हें हावड़ा-आसनसोल खंड पर चलाने का प्रस्ताव है ।

**Passenger for D.T.C. Buses at bay between depot and Starting point**

1500. SHRI SUBHASH YADAV: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Delhi Transport Corporation Buses while coming out of their Depots for their starting point do not lift passengers at bus stands en-route the concerned Depot and their starting point and also after terminating at their terminating point going to the Depot; and

(b) whether Delhi Transport Corporation propose to issue instructions to all drivers and conductors of Delhi Transport Corporation buses to lift passengers while coming of Depots upto their starting point and while going to Depots from their terminating points?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) No, Sir.

(b) There are standing instructions to the bus crew that the buses must pick up passengers while going from

a depot to their starting point as also while going back to the depot from their terminating point after finishing their duty.

**Demand of Sleeper Coaches**

1501. SHRI CHIRANJI LAL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the time by which the Railway will fully meet the demand of sleeper coaches; and

(b) the other steps which are being taken to provide sleeper berth in second class coaches for each and every passenger?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Adequate number of sleeper coaches are already available to meet the requirement of schedule services fully. Additional sleeper coaches are also on production to meet future demands.

**Providing Lights in Second Class Compartments of 161 UP Tata-Amritsar Express**

1502. SHRI HARIHAR SOREN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the lights of second class compartments in the 161 UP Tata-Amritsar Express do not function regularly at night;

(b) whether it is also a fact that the concern railway authorities do not take necessary action in spite of repeated complaints from the various passengers; and

(c) if so, the steps Government propose to take to provide light arrangement in this above train?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-

**LIKARJUN):** (a) The lights of II Class compartments of 161 Up Tata-Amritsar Express at night function satisfactorily.

(b) No. Defects if any, noticed or reported are attended to.

(c) With a view to improve the lighting on these trains, staff are regularly instructed to ensure good and satisfactory lighting.

**Permission to construct sulphuric Acid Tank near Salt Berth in Tuticorin Port**

**1503. SHRI D. S. A. SIVAPRAKASAM:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the present Chairman and Assistant Traffic Manager, Tuticorin Port Trust have permitted M/s. S.P.I.C. to construct sulphuric acid tank near salt berth on the condition that M/s. S.P.I.C. should give only ground rent; and

(b) whether it is also a fact that the previous Chief Engineer (Administration) and the Traffic Manager refused to give permission to M/s. S.P.I.C. to building such a tank on the ground that acid tank would damage the port?

**THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL):** (a) In January 1979, M/s. S.P.I.C. has been permitted to erect acid storage tanks near salt berth in the interest of the growth of traffic. They were allotted land for construction of storage tanks on the usual forms and conditions approved by the Government for the long term lease. Besides, groups rent, a minimum guarantee of Charfage dues for minimum import of 60,000 tonnes of phosphoric acid per annum is also chargeable from M/s. S.P.I.C. as per the terms and conditions.

(b) No, Sir.

**Manufactured Wagons stabled**

**1504. PROF. MADHU DANDA-VATE:** Will the Minister of RAILWAYS be pleased to state:

(a) the number of wagons which are already manufactured but are stabled due to want of wheel-sets; and

(b) how much time will be required for the import of wheel-sets from other countries so that all the stabled wagons may be put into operation?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN):** (a) As on 31-1-1981, 1,045 wagons in terms of four wheelers were lying stabled in the premises of wagon building units for want of wheelsets.

(b) Arrangements for matching imports of wheelsets for wagon production requirements and for releasing wagons stabled have been made. It is expected that all the stabled wagons would be released progressively within the next 4-5 months.

**Development of Dadar Station**

**1505. SHRI R. K. MHALGI:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government intend to develop Dadar (Bombay-Maharashtra) Station so as to facilitate inter-change between Central and Western Railways; and

(b) if so, when the work will start and the period for the completion of the same?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN):** (a) and (b). With the opening of the Diva-Bassein Link and the consequential possible



reduction of Goods Traffic moving via Dadar, the Government are contemplating to provide additional coaching facilities at Dadar. The scheme is yet to be formulated.

**Per capita expenditure incurred to Health Care Programmes**

1506. SHRI SANAT KUMAR MANDAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question No. 1506 on the 27th November, 1980 re. per capita expenditure incurred on health care programme and state:

(a) whether it is a fact that grants given by the World Health Organisation are taken into account while calculating the per capita annual expenditure incurred on Health Care Programme; and

(b) if so, the total amount received from World Health Organisation and other International Agencies in this behalf during the years 1973-74 to 1976-77?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). The information is being collected and will be laid on the Table of the House.

**Koraput—Rayagada Line**

1507. SHRI GIRIDHAR GOMANGO:

SHRI K. PRADHANI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry have received survey report of rail line from Koraput to Rayagada from M/s. Rail India Technical and Economic Services;

(b) if so, the details thereof;

(c) whether the survey report has been examined by the concerned authority of his Ministry;

(d) the result of examination thereof;

(e) whether the said survey report will be sent to the Planning Commission for approval to include in the financial year 1981-82 for construction;

(f) if so, when; and

(g) the steps taken by his Ministry in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (g). The survey report has been received in the middle of January 1981 and is being examined in the different Directorates of the Ministry of Railways. Investment decision will be taken in consultation with the Planning Commission after evaluation of the survey report. The question of including this line for construction in the 6th Plan period is already under active consideration.

The objectives of the proposed Koraput-Rayagada line are to serve as an alternate route to Kottavalasa-Kirandul railway line whose throughput is limited to 10 million tonnes per annum for movement of iron ore for export to Japan and for use in the steel Plant at Visakhapatnam and to serve the proposed Alumina Complex at Damanjodi. The main features of the survey are:

|                                        |                     |
|----------------------------------------|---------------------|
| Length of Koraput-Rayagada line        | . 174.32 kms.       |
| Estimated cost                         | . Rs. 112.10 crores |
| Number of stations                     | . 12                |
| Estimated earnings from all traffic    | . Rs. 39.95 crores  |
| Working expenses (6th year of earning) | Rs. 25.76 crores    |
| Internal rate of return                | . 10.32%            |

**Vacuum Certificates from Coal Pilots**

1508. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received a telegram from the Divisional



Secretary, All India Loco Running Staff Association regarding illegal order of Divisional Railway Authority, Dhanbad by compelling the drivers of Patratu to work the Coal Pilots without vacuum certificates;

(b) if so, the details alongwith the reasons for the withdrawal of vacuum certificates from coal pilots;

(c) whether it is permitted under the Rules and Safe Working to work the trains without vacuum certificate;

(d) whether the approval of Commissioner of Railway Safety was taken for withdrawal of vacuum certificate from coal pilots; and

(e) the action taken by Government to ensure safe working?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). Coal Pilot Working Rules for Patratu do not stipulate issue of fresh vacuum certificate. This is also not considered necessary as empty rakes duly inspected and duly provided with vacuum certificates are received at Patratu and despatched to colliery sections after change of power and crew only. Thus the question of withdrawal of vacuum certificates from coal pilots does not arise.

(d) Does not arise, as the present practice is according to the existing rules.

(e) The existing Coal Pilot Working Rules have been framed keeping aspects of safe working in view and these are being followed.

#### Charging of Coal Consumers

1509. SHRI SATISH AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the President, Federation of Indian Chambers of Commerce and Industry has drawn his attention to the unjust

way the coal consumers are now being charged;

(b) whether the consumers presently are to pay according to the capacity of the wagon and 5 tonnes more whereas according to the industry, the wagon is never loaded full and in the process, the consumers are defrauded; and

(c) if so, whether Government have examined the difficulties of the coal consumers and whether they would charge according to the actual load carried in a wagon in place of the notional loads as at present?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) At a meeting with the Railway Minister, the President, Federation of Indian Chambers of Commerce and Industry raised the question of levy of freight charges on coal in BOX wagons on marked carrying capacity plus five tonnes.

(b) and (c). Freight charges on coal loaded in BOX wagons are levied on carrying capacity plus five tonnes since BOX wagons are capable of being loaded to that extent. There is no question of notional load nor of defrauding the consumers or causing them any difficulty by the railways. Underloading by collieries, if any, is not the responsibility of the railways.

#### Feasibility of an Economic Line between Tuticorin and Colombo

1510. SHRI K. T. KOSALRAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Shri Koil Pillai, the former administrator of Tuticorin Port had submitted an economically feasible line between Tuticorin and Colombo, since there is enough traffic potential even for a daily service; and

(b) if so, the action taken thereon?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) No, Sir.

(b) Does not arise.

मंससं यूनिक्म लैबोरेटरीज लिमिटेड, बम्बई  
द्वारा घटिया स्तर की औषधियों का  
निर्माण

1511. श्री निहाल सिंह : क्या स्वास्थ्य और परिवार कल्याण मंत्री जीवन रक्षक औषधियों का निर्माण करने वाली कम्पनियों के बारे में 9 दिसम्बर, 1980 के प्रस्तावित प्रश्न संख्या 3063 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या मंससं यूनिक्म लैबोरेटरीज लिमिटेड, बम्बई, द्वारा घटिया स्तर की औषधियां बनाने के 12 मामले पकड़े गए हैं;

(ख) यदि हां, तो प्रत्येक वार निम्न स्तर की बनाई गई औषधियों के नाम क्या हैं और क्या इन औषधियों को ऐजेंसियों को भेज दिया गया था और यदि हां, तो उन ऐजेंसियों के क्या नाम हैं; और

(ग) सरकार द्वारा उक्त कम्पनी के विरुद्ध क्या कार्यवाही की गई है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री नीहार रंजन लस्कर) :  
(क) से (ग). अपेक्षित सूचना एकत्र की जा रही है और यथासमय सभा पटल पर रख दी जायेगी ।

#### Mobile Health Units in Rural Areas

1512. SHRI MUKUNDA MANDAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have any programme to provide Central assis-

tance to States to open Mobile Health Units in the rural areas;

(b) if so, whether any assistance has been given to West Bengal Government under this head; and

(c) how many villages of each districts of West Bengal have been benefited by this programme?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) to (c). There is no such proposal under the consideration of the Government of India. However under the re-orientation of Medical Education Scheme, three mobile clinics have been provided to each medical college in the country. In West Bengal. 21 mobile medical clinics have been supplied to the seven Medical Colleges in the State. These mobile clinics are meant for service in the three Primary Health Centres attached to each medical college.

#### Halt between Chhota Ambona and Kaloobathan

1513. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4444 on the 18th December, 1980 regarding Halt between Chhota Ambona and Kaloobathan and lay a copy of the detailed reports based on which the provision of a Halt between Chhota Ambona and Kaloobathan has been considered not feasible from the engineering and the operating points of view?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): The proposal for opening of a halt station between Kaloobathan and Chhota Ambona stations only 9 Kms. apart on the Grand Chord line in Asansol Division has not been found feasible on the following grounds:

(i) The site for the proposed halt is on a graded section—rising in up direction and falling in down direction.

(ii) No platform at the proposed site can be constructed because it will cause infringement due to existence of the electric masts outside the tracks.

(iii) The Section is heavily saturated and provision of a halt would adversely affect the operation on the Grand Chord Section.

#### C.I.C. Section of Dhanbad Division

1514. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a serious agitation of the local people resulting in suspension of Train movements in C.I.C. Section of Dhanbad Division Eastern Railway against illegal appointment of Railwaymen's sons only vice regular vacancies and casualties of class IV workers in Diesel shed, Patratu;

(b) if so, the total number of vacancies in class IV cadre and requirements of such staff for casualties as on 1st Jan. 1981;

(c) the details of appointment of the sons of Railwaymen indicating their designation, dates of retirement etc. against regular vacancies and casualties in Diesel Shed, Patratu in 1977, 1978, 1979, 1980 and 1981; and

(d) the policy of Government regarding appointment as substitutes in Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

(d) Substitutes are engaged on regular scales of pay and allowances against vacancies of group (C) and

(D) categories where it is not possible to fill the posts from existing leave reserve. The substitutes as far as possible, are drawn from a panel of suitable candidates selected for group (C) and (D) posts. Substitutes in group D are screened for regular absorption by screening Committee.

#### Hooliganism at Gwalior Railway Station

1515. SHRI K. PRADHANI:

SHRI G. Y. KRISHNAN:

SHRI CHINTAMANI JENA:

SHRI N. E. HORO:

SHRIMATI GEETA MUKHERJEE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the 'Hindustan Times' dated 28th January, 1981 that about 500 students who wanted to visit New Delhi to witness the Republic Day without a ticket indulged in unprecedented hooliganism at the Gwalior Railway Station; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Yes. The details as reported are as under:—

On the night of 25-1-1981 there was a heavy rush on the Gwalior Railway Station platform due to enthusiasm on the part of people including students to proceed to Delhi for witnessing the Republic Day Parade on 26-1-1981. Soon after the departure of 359 DN—Jhansi-Agra-Cantt. Passenger, from Gwalior Station, some miscreants amongst the crowd started teasing the lady passengers waiting on the platform. This created commotion and the Station authorities alerted Government Railway Police and Railway Protec-

tion Force Staff. As their strength was too meagre to control the situation the situation, Civil Police authorities were approached and they rushed to the station with re-enforcement. Crowd so gathered on the platform were persuaded to disperse and when they did not heed the police made a mild lathi-charge. Some persons who ran towards Gwalior Goods-Shed set ablaze the bales of hay belonging to Military lying there. The fire engine was summoned, which brought the fire under control.

In the meantime, 21 DN Dakshin Express arrived Gwalior at 00.30 hrs. on 26-1-1981. In this train about 200 students without tickets had already entered the reserved compartments at Jhansi and were on their way to Delhi to witness the Republic Day function. The Railway staff on duty at Jhansi had persuaded them to vacate the 1st class coaches. The number of students being very large the authorities did not succeed in getting the compartments vacated. As such they had sent a message to Gwalior to tackle the situation there.

At Gwalior, as mentioned above, the situation was still worse. A large number of students without ticket had already gathered at the platform. They also tried to get into the reserved compartments. When they were prevented, they started pelting stones and damaged the railway property and the windows of the coaches. They also damaged/looted the parcels lying on the platform. As a result of heavy stone throwing, Superintendent of Police, Gwalior and some police personnel sustained injuries. Finally, the police was able to manage the situation and the train left Gwalior after a detention of 1 hr. and 35 minutes.

The Government of Madhya Pradesh has ordered a Magistral Enquiry to be held by Smt. Raju Rehman, Deputy Secretary.

GRP/Gwalior (BG) has also registered the case at crime No. 9/81

u/s 354, 426, 336, 435, 147 and 149 IPC and 120/131-IRA on 26-1-1981 and are investigating it.

#### **Dacoities in N.E.F. Railway during the last six months**

1516. DR. GOLAM YAZDANI: Will the Minister of RAILWAYS be pleased to state:

(a) how many cases of dacoities occurred in the Darjeeling Mail, Gour Express, and New Jalpaiguri passenger, Kamrup Express and Janata Express in N.E.F. Railway between Barsoi Junction and Ajimganj junction during the last six months upto January, 1981;

(b) whether it is also a fact that all these trains to and from Calcutta are night trains and from Calcutta to Kishanganj and vice-versa;

(c) whether Government have any plan to introduce a few day trains to and from Calcutta in the above line to avoid dacoities; and

(d) what steps Government have taken to prevent and deal with these dacoities?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No case of robbery/dacoity was reported in these trains in between Barsoi Junction and Azam Nagar Railway Station during the last six months upto January, 1981.

(b) Yes.

(c) Introduction of an additional train between Calcutta and North Bengal region is not operationally feasible at present due to line capacity constraints in sections en route, inadequate maintenance facilities at the terminals and non-availability of requisite resources by way of coaching stock and power.

(d) Although there has been no case of robbery/dacoity in the trains



in Barsoi-Azamnagar section, yet the following preventive measures are being taken to prevent robberies/dacoities in passenger trains:

(i) All important and vulnerable night passenger trains are provided with Government Railway Police escorts.

(ii) Plain clothed staff of Government Railway Police keep on eye on movement and activities of criminals.

(iii) Drives are launched by Government Railway Police with the co-operation of the District Police to apprehend culprits.

(iv) Surprise checks on performance of duties of the escorts are conducted by supervisory officers of Government Railway Police.

(v) Vestibuled doors of coaches are closed between 2200 hrs. and 0600 hrs.

(vi) TTEs/Attendants/Conductors of coaches have instruction to remain vigilant and prevent entry of unauthorised persons into the coaches particularly reserved compartments.

(vii) When there is spurt of crime in a particular area, the attention of the State Government concerned is drawn for better protection to railway passengers and necessary assistance is rendered whenever required.

**मेडिकल कालेजों में कमजोर वर्गों के लिए सीटों का आरक्षण**

1517. श्री नवीन रत्नाणो: क्या स्वास्थ्य और परिवार कल्याण मंत्री निम्नलिखित जानकारी दर्शाने वाला एक वक्तव्य सभा पटल पर रखेंगे :

(क) क्या विभिन्न राज्यों तथा संघ राज्य क्षेत्रों में मेडिकल कालेजों में हरिजनों, अनुसूचित जातियों, आदिवासियों, अल्प संख्यकों,

अनुसूचितों, तथा विकलांग व्यक्तियों और समाज के कमजोर वर्गों के लिए सीटों के आरक्षण के बारे में कोई नियम विनियम: कसौटी, सिद्धान्त, आदेश और प्रक्रियाएं हैं;

(ख) यदि हां, तो तत्संबंधी ब्योरा क्या है और यदि नहीं, तो उस के क्या कारण हैं ;

(ग) क्या विभिन्न पक्षों तथा संगठनों द्वारा 1977 से 1980 के बीच उक्त मांग की गई है ;

(घ) यदि हां, तो सरकार द्वारा उस पर क्या कार्यवाही की गई है और सरकार की उस पर क्या प्रतिक्रिया है ; और

(ङ) भारत के प्रत्येक मेडिकल कालेज में उक्त आरक्षण के आधार पर कितने विद्यार्थी शिक्षा प्राप्त कर रहे हैं ?

**स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर) :**  
(क) से (ङ) सूचना एकत्र की जा रही है और सभा पटल पर रख दी जायेगी ।

**प्राथमिकता वाले रेल बंगन**

1518. श्री दया राम शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इस आणय की गिरावटें मिलनी हैं कि गन्तव्य स्टेशनों पर रेल बंगनों के लिए प्राथमिकता दिए जाने तथा माल चढ़ाने वाले स्टेशनों द्वारा इस आणय की उचित सूचना प्राप्त किए जाने के बावजूद माल चढ़ाने वाले स्टेशनों इस प्राथमिकता की ओर कोई ध्यान नहीं देते हैं जिस में व्यापारिक गतिविधियों में बाधा बढ़ती है; और

(ख) यदि हां, तो क्या सरकार का विचार गन्तव्य स्टेशनों तथा माल चढ़ाने वाले स्टेशनों के बीच उचित समन्वय के लिए अनुदेश जारी करने का है ताकि प्राथमिकता और माल चढ़ाने के कार्यों में गड़बड़ को टाला जा सके ?



रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) और (ख). अधिमान्य यातायात अनुसूची सामान्य आदेश के उपबंध सभी क्षेत्रीय रेलों पर समान रूप से लागू होते हैं। इन अनुदेशों के अनुपालन के लिए रेलों पर पहले ही आदेश विद्यमान हैं। इन अनुदेशों का अनुपालन न करने के संबंध में यदि कोई विशिष्ट शिकायत ध्यान में लायी जाय तो मुधारात्मक कार्रवाई करने के लिए उस की जाच की जाएगी।

**अनाराचन्देल, भूरी पडेल और पुरुनिया स्टेशन पर रोकौ गई यात्री गाड़ियां**

1519. श्री दया राम शाक्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अनाराचन्देल, भूरी पडेल तथा पुरुनिया स्टेशनों पर जनवरी के दौरान यात्री गाड़ियों अचानक ही अमशः 40 घंटे और 8 घट तक रोकौ गई थी, यदि हां, तो इस के क्या कारण है; और

(ख) गाड़िया रोकने में किन व्यक्तियों का हाथ था उन के विरुद्ध क्या कार्यवाही की गई है और यदि उन के विरुद्ध कोई कार्यवाही नहीं की गई है, तो इस के क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) जी हां पुरुनिया रेल सेवा मुधार परिषद् ने 17-9-81 से 19-1-81 तक थोड़ थोड़े समय के अन्तराल पर रेल पथ पर प्रदर्शन करने शुरू कर इस के परिणामस्वरूप चांडिल-आद्रा खंड पर 5 जोड़ी सवारी गाड़ियां रद्द कर दी गयी थीं।

(ख) प्रदर्शनकारियों को तितर-बितर करने के लिए पुलिस को अश्रु गैस का प्रयोग

तथा लाठी चार्ज करना पड़ा। 85 व्यक्ति हिरासत में भी लिए गए थे।

**द्वितीय श्रेणी का वापसी टिकट**

1520. श्री दया राम शाक्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने 1 फरवरी, 1981 से द्वितीय श्रेणी के वापसी टिकट पर दी जाने वाली रियायत को समाप्त करने का निर्णय लिया है;

(ख) यदि हां, तो तत्संबंधी कारण क्या है और इस रियायत के कारण रेलवे को कुल कितनी हानि उठानी पड़ी है;

(ग) क्या विदेशी पर्यटकों को प्रत्येक श्रेणी में रियायत दी जा रही है; और

(घ) यदि हां, तो उस के परिणामस्वरूप रेलवे को कितनी हानि उठानी पड़ी है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) सामान्य दूसरे दर्जे के वापसी टिकटों पर कोई रियायत नहीं दी जाती है। लेकिन, निर्धारित अवधियों के दौरान कुछ विशिष्ट पहाड़ी स्टेशनों के लिए वापसी यात्रा के लिए रियायती टिकट जारी किये जाते थे। यह रियायत पहली फरवरी, 1981 से वापस ले ली गयी है।

(ख) भारतीय रेलों पर सामाजिक दायित्व से संबंधित उच्चस्तरीय समिति और रेल दर-जांच समिति ने, जिन्होंने अन्य बातों के साथ-साथ-इस मामले की भी जांच की थी, यह विचार प्रकट किया कि पहाड़ी स्टेशनों के लिए रियायत की अनुमति देने के लिए कोई सामाजिक या वाणिज्यिक औचित्य नहीं है और इसे पूरी तरह समाप्त करने की सिफारिश की थी। समिति ने यह

महसूस किया कि भ्रवकाश बिताने के लिए पहाड़ी स्टेशनों पर जाने वाले अपेक्षाकृत अधिक आय वर्ग के लोग होते हैं और अपनी रेल यात्रा के लिए सामान्य किराये का भुगतान आसानी से कर सकते हैं। समिति की सिफारिशों की जांच की गयी और सरकार द्वारा स्वीकार की गयी और यह विनिश्चय किया गया कि पहली फरवरी, 1981 से पहाड़ी स्थानों के लिए रियायती वापसी टिकट की सुविधा समाप्त कर दी जाय। वर्ष 1979 के दौरान पहाड़ी स्थानों के लिए जो रियायत दी गयी उस के कारण रेलों को 23.43 लाख रुपए की हानि हुई थी।

(ग) जी नहीं।

(घ) प्रश्न नहीं उठता।

**Providing a stoppage of Dadar-Madras Express at Krishna**

1521. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Telugu Vikasa Mandali, Govdevi Road, Ambarnath (District Thana), Maharashtra has vide their letter No. TVM/95/80-81 dated 12th December, 1980, requested the Railway Minister to Halt the 11 Dn and 12 Up, Dadar-Madras Express at "Krishna" Railway Station (South Central Railway);

(b) if so, what decision has been taken by Government in this regard; and

(c) if not, when the same is likely to be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Yes.

(b) The proposal for stoppage of 11/12 Dadar-Madras Express is under examination.

(c) Decision in this regard will be taken before the issue of April, 81 time table.

**Memorandum against re-introduction of the Knor Brake system on E.M.U. stock**

1522. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact, that on or around 12th October, 1980, about 96 motormen of the Central Railway, (working in Bombay Sub-urban area) have submitted a memorandum to the General Manager, Central Railway Bombay, against the proposed re-introduction of the 'Knor' Brake system on E.M.U. stock of sub-urban services;

(b) the salient points of the said representation;

(c) what decision Government have taken in this connection with reasons thereof; and

(d) if not, when a decision is likely to be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Yes.

(b) The salient points of the representation are as under:—

(i) The 'Knor Brake System' does not have the gradual release or application;

(ii) There are frequent failures of the Electro-Pneumatic and Auto Brake Systems;

(iii) The brakes do not come on immediately on moving the handle.

(c) and (d). The Government has asked the Research, Designs & Standards Organisation to look into these complaints and improve the equipment in consultation with the suppliers. A final decision will be taken on receipt of the report of RDSO.

**Helping Arab struggle**

1523. SHRI S. M. KRISHNA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether while addressing a public meeting organised by the Indo-Arab League at Hyderabad on the 2nd February, 1981 in connection with the celebrations of the dawn of the 15th century of Hijri-Islamic calendar and year of Holy Jerusalem, the Prime Minister reiterated India's support to the Arab cause on the Palestine question and the city of Jerusalem; and

(b) if so, the further steps being taken by India to help the PLO in its struggle for a homeland?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) India continues to be in the forefront of support to the Palestine people in their struggle for attainment of their inalienable rights. The latest step in this direction was the Declaration issued after the Non-Aligned Foreign Ministers' Conference held in New Delhi from February 9 to 13 where India maintained its unwaivering and total support for the P.L.O.

**Super powers activities in Indian Ocean**

1524. SHRI R. P. GAEKWAD:  
SHRI G. Y. KRISHNAN:  
SHRI CHINTAMANI JENA:  
SHRI R. N. RAKESH:  
SHRI BHOGENDRA JHA:  
SHRI G. NARASIMHA  
REDDY:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware that West Asia and particularly Indian Ocean has been a Super Powers playground posing severe threat to the peace and security of the neighbouring countries;

(b) whether it is a fact that certain Super Powers have recently increased their force in the Indian Ocean;

(c) whether it is also a fact that a Super Power has further strengthened their base in Diego Garcia in Indian Ocean; and

(d) if so, the steps taken or proposed to be taken to diffuse tension in the Zone?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) to (c). Government has noted with concern the sharp increase in Great Power military presence in the Indian Ocean. It has also been noted that facilities at Diego Garcia base are being expanded. This has resulted in the introduction of further tensions in our neighbourhood and has, therefore, had a detrimental impact on our security environment.

(d) India has reiterated on several occasions its firm support for the Declaration of the Indian Ocean as a Zone of Peace in terms of the UN-Resolution of 1971. India has consistently opposed Great Power military presence in the Indian Ocean which introduces new tensions and conflicts in our neighbourhood and constitutes a threat to peace and stability. India is working with other Non-Aligned littoral and hinterland States to preserve the concept contained in the 1971 Declaration which envisages the elimination of Great Power military presence from the Indian Ocean. India supports the convening of the Indian Ocean Conference in 1981, with a view to implementation of the 1971 Declaration.

**Conversion of MG lines approved**

1525. SHRI K. RAMAMURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) the metre gauge lines that have been approved for conversion into broad gauge line during 1977-78, 1978-79 and 1979-80; and

(b) the details of such conversion along with the quantum of investment made in the conversion, Division-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b). A Statement is attached.

Statement

| Name of the Project | Length in Kms. | Year of inclusion | Estimated cost (Rs. in crores) | Remarks                                                                                                                                                                                                                                                                                             |
|---------------------|----------------|-------------------|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Varanasi—Bhatni     | 163            | 77.78             | 21.19                          | Work started during 1980-81.                                                                                                                                                                                                                                                                        |
| Delhi—Sabarmati     | 925            | 77.78             | 150.00                         | The project though included in the Budget for 1977-78 has, however still not been cleared by the Planning Commission. The matter is being pursued with them. The work will be taken in hand after this project is cleared by the Planning Commission and adequate funds allocated to this projects. |
| Barauni-Katihar     | 182            | 78.79             | 20.59                          | Urgency certificate has been sanctioned in June 1978. The overall upto date progress is 28%. The target date for completion of this gauge conversion project is 30th June 1982.                                                                                                                     |
| Bangalore-Mysore    | 138            | 79.80             | 15.96                          | The overall upto date progress is 3.5%. The target date of completion is 1982.                                                                                                                                                                                                                      |

**Buildings for Indian Embassies Abroad**

1526. SHRI K. RAMAMURTHY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the names of Indian Embassies, High Commissions and Legations including Consular Offices which are located in our own buildings;

(b) the names of Indian Embassies, High Commissions and Legations including Consular Offices which are located in rented buildings and the total annual rent being paid (in rupees);

(c) the steps being taken to purchase land and construct buildings for our Embassies etc. abroad; and

(d) in how many cases the land has been purchased but building plans have not yet been sanctioned by Government?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). The required information is given in the enclosed statements I & II laid on the Table of the House. Placed in library. (See No. LT-1965/81).

(c) In view of the easier availability of foreign exchange in recent years, the Government have stepped up their programme to purchase and construct property requirements in Missions and Posts abroad. A five-year Plan, accepted by the Government and spanning the period from 1980 to

1985, envisages a total investment of Rs. 70 crores. The amount earmarked for the current financial year has already been exhausted.

(d) A list of countries where land has been acquired but where construction has not commenced so far is given in the enclosed Statement No. III. It is hoped that the necessary formalities for preparing the building plans will be completed soon.

**Expenditure on Indian Embassies**

1527. SHRI K. RAMAMURTHY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of staff in our High Commission in U.K. and Embassies in Europe including the U.S.S.R. and the

annual expenses incurred on them during 1979-80;

(b) the number of staff in our Embassies in the U.S.A. (exclusively) and staff in embassies in the Latin American countries including the annual expenses on them during 1979-80; and

(c) the number of staff in our Embassies in Asian and Middle-East countries and the annual expenses incurred on them during 1979-80?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) to (c). The attached lists contain the required information on the staff maintained by the Ministry in the High Commission/Embassies etc. and the expenditure incurred thereon during 1979-80.

**Statement**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Staff Strength | Annual Expenses |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-----------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                | in Rs.          |
| (a) (i) High Commission in U.K. (London)                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 313            | 3,48,67,500     |
| (ii) Embassies etc. in Europe<br>(Ireland, Greece, Federal Republic of Germany, Switzerland, Belgium, Denmark, Netherlands, Finland, Portugal, Spain, Norway, France, Italy, Sweden, Austria, Yugoslavia, German Democratic Republic, Rumania, Hungary, U.S.S.R., Czechoslovakia, Bulgaria, Poland and Turkey).                                                                                                                                                                                           | 575            | 7,88,48,367     |
| (b) (i) Embassy of India, Washington                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 169            | 2,04,15,663     |
| (ii) Embassies in Latin American countries<br>(Mexico, Colombia, Brazil, Argentina, Venezuela, Peru, Panama, and Chile)                                                                                                                                                                                                                                                                                                                                                                                   | 103            | 1,38,83,070     |
| (c) (i) Embassies etc. in Asia and Middle East<br>(Thailand, Indonesia, Malaysia, Singapore, Mongolia, Hongkong, Philippines, China, Democratic People's Republic of Korea, Republic of Korea, Japan, Socialist Republic of Vietnam, Laos, Sri Lanka, Bangladesh, Pakistan, Afghanistan, Nepal, Burma, Maldives, Bhutan, Jordan, Iraq, Lebanon, Iran, Syria, U.A.E., Bahrain, Yemen Arab Republic, People's Democratic Republic of Yemen, Qatar, Saudi Arabia, Kuwait, Oman, and Arab Republic of Egypt.) | 1759           | 11,42,79,973    |



**Major reasons for accidents and replacement of Railway lines**

1528. SHR<sub>I</sub> JAGPAL SINGH:

SHRI RASHEED MASOOD:

SHRI RAM VILAS PASWAN:

SHRI CHANDRAJIT

YADAV:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that one of the major reasons for the recent spate of railway accidents was non-renewal of tracks on time and the rails having developed cracks;

(b) if so, whether Government have made any survey to find out the railway lines which require to be replaced; if so, the result thereof; and

(c) the programme, if any drawn up by Government to replace the defective lines expeditiously stating the financial implications involved?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) No.

(b) and (c). No. However, the track renewal programme is a regular yearly feature and it is renewed on age-cum-condition basis depending upon the availability of funds.

**Deaths by Snake Bite**

1529. SHR<sub>I</sub> JAGPAL SINGH:

SHRI RAJESH KUMAR SINGH:

SHRI RAJNATH SONKAR SHASTRI:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any assessment has been made by Government with regard to deaths by snake bite in the country;

(b) if so, the average number of such deaths during the last two years, State-wise;

(c) whether Government contemplate to formulate a national programme to control and to minimise deaths on account of snake bite; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHR<sub>I</sub> NIHAR RANJAN LASKAR): (a) and (b). Snake bite is not notifiable and hence data on cases and deaths due to snake bite is not readily available.

Information on deaths due to snake bite collected by the Central Bureau of Health Intelligence of the Directorate General of Health Services from the various hospitals in different States, for the years 1976 and 1977 is given in the Statement. This data, however, suffers from limitations since information from all the States was not available and also because the coverage of Hospitals in different States during this period was not known.

(c) No.

(d) Does not arise.

**Statement**

*State-wise hospital deaths due to snake bite during 1976 and 1977*

| State          | Year | Deaths due to snake bite |
|----------------|------|--------------------------|
| 1              | 2    | 3                        |
| Andhra Pradesh | 1976 | 49                       |
|                | 1977 | 59                       |
| Assam          | 1976 | 2                        |
|                | 1977 | 1                        |
| Haryana        | 1976 | 11                       |
|                | 1977 | 14                       |

| 1                      | 2            | 3         |
|------------------------|--------------|-----------|
| Himachal Pradesh .     | 1976<br>1977 | 8<br>6    |
| Karnataka              | 1976<br>1977 | 45<br>48  |
| Madhya Pradesh . . .   | 1976<br>1977 | 59<br>72  |
| Nagaland               | 1976<br>1977 | N.A.<br>1 |
| Orissa                 | 1976<br>1977 | 54<br>88  |
| Tamil Nadu .           | 1976<br>1977 | 51<br>59  |
| Tripura                | 1976<br>1977 | ..<br>..  |
| Uttar Pradesh          | 1976<br>1977 | 64<br>67  |
| Arunachal Pradesh      | 1976<br>1977 | ..<br>..  |
| Chandigarh             | 1976<br>1977 | ..<br>1   |
| Dadra & Nagar Haveli . | 1976<br>1977 | 1<br>1    |
| Delhi                  | 1976<br>1977 | 4<br>3    |
| Goa, Daman & Diu       | 1976<br>1977 | 2<br>7    |
| Pondicherry            | 1976<br>1977 | N.A.<br>7 |

**Agreement signed by four Federations  
of Port and Dock Workers**

1530. SHRI SOMNATH CHATTER-  
JEE:

SHRI SAMAR MUKHERJEE:

SHRI K. A. RAJAN:

Will the Minister of SHIPPING AND  
TRANSPORT be pleased to state:

(a) whether an agreement was signed  
on the 4th January, 1981 with the  
four major federations of Port and  
Dock Workers;

(b) if so, the text of the agreement;

(c) whether the Port authorities and  
Dock Labour Boards have implement-  
ed it; and

(d) if not, the steps taken to get the  
agreement fully implemented?

THE MINISTER OF SHIPPING AND  
TRANSPORT (SHRI VEERENDRA  
PATIL): (a) Yes, Sir.

(b) A copy is laid on the Table of  
the House [Placed in Library See No.  
LT-1966/81]

(c) Not yet.

(d) The settlement is subject to the  
approval of Government of India. The  
question of conveying approval is un-  
der consideration of Government. The  
Port Trust and Dock Labour Boards  
will be able to implement it only after  
the issue of Government approval to  
the settlement.

**Inclusion of Drugs considered "Harm-  
ful Combinations" in Essential List**

1531. DR. VASANT KUMAR PAN-  
DIT: Will the Minister of HEALTH  
AND FAMILY WELFARE be pleased  
to state:

(a) whether Government have found  
that the drugs considered 'Harmful  
combinations' are being included in  
some of the lists of State Governments  
as essential drugs;

(b) whether the sub-committee of  
the Drug Consultative Committee of  
the Central Government has taken  
any action against such acts;

(c) whether there are differences of  
opinions between the Drug Committees  
of various States with the Drug Con-  
sultative Committee of Government;

(d) which are the Drugs and Combi-  
nations which have not been approved  
by the Central Government for manu-  
facturing; and

(e) what efforts are being made to  
bring about coordinated policy on  
'Harmful Drugs'?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR); (a) to (e). The Drugs Consultative Committee, which is a statutory body appointed under the Drugs and Cosmetics Act, consisting of representatives of the Central and State Governments had set up a Sub-Committee to screen various drug combinations marketed in the country and make recommendations regarding the weeding out of irrational formulations. The Sub-Committee has made recommendations regarding the weeding out of certain categories of drug combinations. The recommendations of the Sub-Committee have been circulated to the Associations of Drug Manufacturers for their comments. These comments have been received and are being considered by the Sub-Committee. The final report of the Sub-Committee will be placed before the Drugs Consultative Committee for consideration. Further action in the matter will be taken on the basis of the decisions of the Drugs Consultative Committee.

It is possible that certain drug combinations which have been recommended to be weeded out by the Sub-Committee may have been included in the lists of essential drugs prepared by the State Governments. However, after the Drugs Consultative Committee has taken a decision in the matter, the State Governments will be advised to revise the Lists of essential drugs accordingly.

#### Non-Recognition of "Nature Cure" as a system of Medical Treatment

1532. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have recognised "Nature Cure" as a system of medical treatment;

(b) if not, the reasons therefor;

(c) whether the Indian Institute of Natural Therapeutics has been appealing to Government to recognise and

give grants or aid to help Nature Cure and hygiene; and

(d) if so, what is the policy of Government towards Nature Cure and Yoga?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR); (a) and (b). In the absence of adequate infrastructure, the Central Government has so far not formally recognised Nature Cure as a system of medical treatment.

(c) In the absence of complete address of the Institute and communication reference number and date, it is not possible to make any comments. Grants to Nature Cure and Yoga institutions are sanctioned through the Central Council for Research in Yoga and Naturopathy, New Delhi.

(d) The Government of India have been encouraging the role of Nature Cure and Yoga in the promotion of health care. A separate Council, viz., the Central Council for Research in Yoga and Naturopathy has been set up as an autonomous organisation with the object of promoting, coordinating and developing research in Naturopathy and Yoga in the country. Provision has also been made for the setting up of a National Institute of Naturopathy in the Sixth Plan.

भांसी-मुगलमराय-बुन्देलखण्ड एक्सप्रेस का  
देरी से चलना

1533. श्री राम नाथ दुबे : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भांसी-मुगलमराय-बुन्देलखण्ड एक्सप्रेस पिछले दो वर्षों से छ: से दस घंटे तक विनम्ब से चल रही है;

(ख) क्या यह गाड़ी रेल कर्मचारियों की सुस्ती के कारण देरी से चल रही है; और

(ग) रेल प्राधिकारियों द्वारा यह मुनिश्चय करने के लिए क्या प्रयास किए जा रहे हैं कि गाड़ी समय पर चले ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्रो (श्री मल्लिकार्जुन) : (क) से (ग). जी नहीं। लेकिन मुख्यतया बदमाशों द्वारा खतरे की जंजीर खींचने की घटनाओं में वृद्धि और होज पाइपों को अलग करने और विस्थापित फ्रांसिंग तथा इंजन की खराबी आदि के कारण 107/108 बुन्देलखण्ड एक्सप्रेस का समय पानन बहुत सन्तोषजनक नहीं रहा है।

गाड़ियों के चालन पर अभी स्तरों पर कड़ी निगरानी रखी जाती है। परिहार्य कठौनियाँ पर तत्काल ध्यान दिया जाता है और गाड़ियों के चालन में सुधार करने के लिए निवारक/दण्डात्मक कार्रवाई की जाती है। बदमाशों द्वारा खतरे की जंजीर खींचने तथा होज पाइपों को अलग करने की घटनाओं की रोकथाम करने के लिए राज्य सरकारों के साथ सम्पर्क भी बनाए रखा जा रहा है।

कानपुर में रेल टिकटों की कालाबाजारी

1534. श्री फूलचन्द वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कानपुर में गोमती एक्सप्रेस गाड़ी के लिए रेल टिकटों की विक्री में खुले आम कालाबाजारी हो रही है;

(ख) क्या लोगों को हो रही प्रभुविधा के कारण उनमें आक्रोश है;

(ग) इस पर सरकार की क्या प्रतिक्रिया है; और

(घ) तत्संबंधी पूरा ब्योरा क्या है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्रो (श्री मल्लिकार्जुन) : (क) जी नहीं।

(ख) से (घ). प्रश्न नहीं उठता।

#### Bandel-Katwa Line

1535. SHRI SAIFUDDIN CHOU-DHURY:

SHRI RUP CHAND PAL:

Will the Minister of RAILWAYS be pleased to state:

(a) the steps taken, so far, by Government regarding the long standing demand for doubling the Bandel-Katwa line in Eastern Railway; and

(b) the details in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The existing capacity on Bandel-Katwa section is considered adequate to meet the present requirement of traffic. The doubling of this section is, therefore, not justified.

#### Handling of Coastal Cargo

1536. SHRI E. BALANANDAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the port conditions in the country for handling of coastal cargo are satisfactory; and

(b) the steps which Government have taken or propose to take in this regard, port-wise?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) By and large the facilities for handling coastal cargo are satisfactory at all the Indian Major Ports.

(b) There are common facilities at major ports for handling coastal cargo and cargo originating from or exported to various foreign destinations. A provision of Rs. 548 crores has been made in the Sixth Five Year Plan for development/modernisation of facilities at major ports. These will also improve facilities for handling coastal cargo. The charges levied by various Ports are generally lower for handling coastal cargo than those for handling import/export cargo.

### Vessels used on Coastal Trade

1537. SHRI E. BALANANDAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that completely out of date and unsuitable vessels are being used on the coastal trade; and

(b) if so, what steps Government propose to take in this regard?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) It is not correct to say that completely out of date and unsuitable vessels are being used on the coastal trade.

(b) Does not arise.

### P.M.'s Call to wipe out Leprosy within 15 years

1538. SHRI SATISH AGARWAL:

SHRI P. K. KODIYAN:

SHRI SUBHASH CHANDRA BOSE ALLURI:

SHRI K. P. SINGH DEO:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the Prime Minister has called for a determined effort to wipe out leprosy from the country during the next 15 years;

(b) whether Government have drawn up any plan to eradicate the disease within 15 years and if so, the details thereof;

(c) whether Government have considered the desirability of involving the private practitioners and the notable persons like Mother Teresa for this noble purpose; and

(d) the allocations made for promoting the above cause during 1981-82?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) As part of the long term programme, proposals for control of this disease has been included in the Sixth Five Year Plan recently.

(c) The National Leprosy Control Programme has a sizeable component of voluntary effort assisted through Government aided Survey Education and Training Centres.

(d) The Plan allocation made during 1981-82 under the National Leprosy Control Programme is Rs. 796.50 lakhs.

### Assistance to States for better Eye-Care

1539. SHRI SATISH AGARWAL:

SHRI MOOL CHAND DAGA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether, keeping in view the widespread prevalence of eye disease in the country and need for offering better eye care for those suffering from glaucoma and cataract, the Centre has formulated any scheme with the co-operation of State Government to provide better facilities than those available at present;

(b) if so, the details thereof;

(c) the amount of central assistance given to Rajasthan State during 1979-80 and those earmarked for 1980-81 for such disease;

(d) whether Government propose to assist the State Government with surgeons; and

(e) if so, the details of the plans formulated in this regard and the assistance proposed to be given to Rajasthan?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). A National Health Programme was launched country wide during 1977-78 for prevention of visual impairment and Con-



trol of Blindness. The object of the programme is as under:—

- (i) dissemination of available information regarding eye care by some of means of all media of mass communication with particular emphasis on ocular health of children both pre-school and school going and all vulnerable groups.
- (ii) to establish a permanent infrastructure for community oriented eye health care.
- (iii) to augment ophthalmic services, so that relief could be given to the maximum number in the shortest possible time.

This programme has delineated activities into 3 main sectors starting from the periphery to central level with intermediate sector in between. The periphery sector will have mobile units and provide health education and community health care services in all villages primary health centres and sub-centres. Intermediate sector will comprise of services of District and Sub-divisional/Taluka/Tehsil District. The Central sector will cover medical colleges, State Eye Hospitals, national institutes and an apex organisation which will be mainly responsible for training of personnel and research on eye problems besides providing technical leadership.

(c) The Central assistance to the State of Rajasthan was given as shown below:

| 1979-80            |             |
|--------------------|-------------|
| Recurring          | 2.38 lakhs  |
| Non-recurring      | 15.96 lakhs |
| 1980-81—(Proposed) |             |
| Recurring          | 5.43 lakhs  |
| Non-recurring      | 8.86 lakhs  |

(d) and (e). Ophthalmic Surgeons are appointed by the State Governments for development of eye care services at the identified District Hospitals and Medical Colleges under the programme. The following services are proposed to be developed in the State

of Rajasthan by the end of the Current Sixth Plan 1980—85 under the National Programme for Control of Blindness to establish permanent infrastructure to provide eye care services to the community:

|                                                                  |     |
|------------------------------------------------------------------|-----|
| (1) Mobile Units                                                 | 5   |
| (2) Strengthening of PHCs                                        | 232 |
| (3) Strengthening of Distt: Hospitals                            | 25  |
| (4) Upgradation of the Ophthalmic Deptt. of the Medical Colleges | 4   |

In addition, the financial assistance is also released to the social/voluntary agencies for conduct of eye camps in rural areas.

#### **Blackmarketing in Railway Tickets in North Eastern Region**

1540. SHRI SATISH AGARWAL : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that rampant blackmarketing of railway tickets is going on in the North Eastern Region and this is within the knowledge of the Railway authorities;

(b) whether it is also a fact that under the present system one can buy tickets six months in advance and this provision has encouraged many unscrupulous people to buy in advance and sell at a premium by creating scarcity;

(c) whether, on complaints being made, the railway authorities concede that though they are aware of the fact that many are travelling in false names by buying tickets in black-market they cannot prevent any one because of the above position; and

(d) if so, in what way Government propose to tackle the menace?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No.

(b) The time-limit for advance reservation of 6 months from the date of actual journey has been considered as a deterrent for anti-social elements to invest money for longer period and sale on premium to needy passengers.

(c) No.

(d) Does not arise.

#### Dieselisation of link express

1541. SHRI V. KISHORE CHANDRA S. DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering a proposal to dieselise the Link Express starting from Waltair; and

(b) if so, the details of implementation of the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No. Not at present.

(b) Does not arise.

#### Selection of Area in Andhra Pradesh for special health programme under UNDP Assistance scheme

1542. SHRI V. KISHORE CHANDRA S. DEO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have selected any areas in Andhra Pradesh for special health programme under the UNDP Assistance Scheme; and

(b) if so, the details of the areas to be covered and the progress of work with financial outlay therein?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) No.

(b) Does not arise.

#### National Highways proposed to be constructed in U.P.

1543. SHRI ZAINUL BASHER: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of National Highways proposed to be constructed by Government in Uttar Pradesh;

(b) the detail thereof; and

(c) when the work is proposed to be started in each case?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) At present, there is no proposal under consideration of Government for additions to the existing National Highway system in Uttar Pradesh consisting of 10 highways the improvement and development of which is being carried out under various plan schemes keeping in view traffic requirement and availability of funds.

(b) and (c). Do not arise.

#### हुगली नदी

1544. श्री जन्तुल बशर : क्या नौबहन और परिवहन मंत्री यह बतान की कृपा करेंगे कि :

(क) फरक्का बांध पूरा होने के बाद कलकत्ता बन्दरगाह पर हुगली नदी की वास्तविक गहराई कितने फुट है;

(ख) इस समय हुगली नदी के पानी की औसत गहराई क्या है;

(ग) क्या गाद निकालने का काम रोक दिया गया है; और

(घ) यदि हाँ, तो क्या इसका नदी की गहराई पर प्रभाव नहीं पड़ेगा ?

नौबहन और परिवहन मंत्री (श्री बीरेन्द्र पाटिल) : (क) यह अनुमान लगाता मुश्किल है कि फरक्का बांध और फीडर कनाल का

निर्माण कार्य पूरा हो जाने के बाद उनसे कितना लाभ प्राप्त होगा। फिर भी, कलकत्ता पत्तन ने अनुमान लगाया है कि फरक्का बांध और फीडर कनाल के चालू हो जाने से 26 फीट डुबाव वाले जहाज कलकत्ता बन्दरगाह पर साल में कम से कम 300 दिन आसानी से आ-जा सकेंगे और ऐसा होने से बंसी ही स्थिति पुनः बहाल हो जाएगी जो 1936 में थी।

(ख) वर्ष 1979 में एक छोटे से हिस्से को छोड़कर जो 'बिनारी बार' के नाम से जाना जाता है, बाकी सारे भाग में नदी का डुबाव लगभग 252 दिनों के लिए 26 फीट रहा।

(ग) और (घ). रेत निकालने का काम बन्द नहीं किया गया है। 'जगाई' नामक ड्रेजर 6-12-80 तक बराबर काम करता रहा। इसके बाद यह 7-12-80 को समुद्र तल में फंस गया। अब इस ड्रेजर को समुद्र तल से बाहर निकाल लिया गया है और उम्मीद है कि यह जल्दी ही काम करने लगेगा। इस बीच एक दूसरे ड्रेजर 'मथाई' को चालू करने का विचार है।

उपरोक्त स्थिति को देखते हुए, नदी की गहराई पर विपरीत प्रभाव पड़ने की उम्मीद नहीं है।

#### Farakka-new Jalpaiguri line

1545. SHRI AMAR ROY PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration for doubling lines between Farakka and New Jalpaiguri;

(b) if so, the decision of Government thereon; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) Yes, the proposal is for doubling of Kumedpur-Barsoi-New Jalpaiguri-Raninagar section.

(b) Preliminary engineering-cum-traffic survey for laying a parallel BG line or conversion of existing MG line Katihar-Barsoi-Alubari Road-Siliguri as a part of proposed doubling of Kumedpur-Barsoi-New Jalpaiguri-Raninagar section has been included in the Budget for 1981-82.

(c) Does not arise.

#### Sanctioned proposals in regard to Sealdah South section

1546. SHRI MUKUNDA MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that a number of proposals had been sanctioned, remain pending for a number of years relating to Sealdah South section;

(b) if so, the details thereof; and

(c) the reasons for delay in implementation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) Yes.

(b) (i). Sonarpur EMU Car Shed-Phase I has been completed. Phase II-78 per cent Civil work has been completed.

(ii) There is also an approved scheme to convert Mathurapur Road and Dhapdhapi flag stations into crossing stations to augment capacity of Sonarpur-Lakshmikantapur suburban section.

(c) (i). (a) Court cases by certain people against notices served on them by the Railway for vacation of encroachment on Railway land.

(b) Disturbances by local youth and others seeking employment in the Railway.

(c) Scarcity of structural steel.

(ii) The work of crossing stations could not make much progress due to constraint of financial resources. Tenders for the work has now been invited and work will be taken up shortly.

#### Navigability of Hooghly river

1547. SHRI MUKUNDA MANDAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) how many dredgers have been operating in the Hooghly river to maintain navigability of the river; and

(b) apart from dredging, what are the measures taken or proposed to be taken by Government for ensuring navigability of Hooghly river?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Six dredgers of which five are owned by the Calcutta Port Trust and one hired from the Dredging Corporation of India, are operating at present in the Hooghly River and estuary.

(b) Apart from dredging, river training works, bank stabilisation and training measures have been undertaken in the Hooghly-Bhagirathi river to derive maximum benefit from discharge of water from Farakka. River training works in the estuary have also been undertaken to improve the navigability of the river.

The problems of the shipping channel have been examined by Indian and foreign experts. As advised by them, model and mathematical studies are in progress at CWPRS, Pune and Hamburg University, Germany. Proposals for further improvement of draught in the channel will be considered on completion of these studies.

#### Travel on Roof of Trains in Sealdah Division

1548. SHRI MUKUNDA MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that a large number of passengers travel on the roofs of trains in the Sealdah Division;

(b) if so, the facts thereof;

(c) whether any accident took place for such travel during the last one year;

(d) if so, details thereof;

(e) whether Government have taken or proposed to take any steps for restraining such travelling; and

(f) if so, the outcome thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No.

(b) Does not arise.

(c) No report of this nature is on record.

(d) does not arise.

(e) and (f). Travelling on roofs of trains is prohibited. State staff at the stations as well as ticket checking staff have instructions to prevent travelling on roofs of trains.

#### रेलवे की प्रतिदिन परिवहन क्षमता

1549. श्री मूस चन्द डागा : क्या रेल मंत्री यह बनाने की कृपा करेंगे कि :

(क) भारतीय रेल की प्रति दिन परिवहन क्षमता क्या है और इस कार्य में कितने बैगन लगे हुए हैं;

(ख) 1978-79 और 1979-80 के दौरान इस क्षमता का कितना उपयोग

किया गया और इसमें लगाये गये बैंगनों की संख्या क्या है; और

(ग) उपर्युक्त क्षमता का कम उपयोग किये जाने के कारण सरकार को कितनी वार्षिक क्षति हुई ?

रेल मंत्रालय तथा संघीय कार्य विभाग में उय मंत्री (श्री मल्लिकार्जुन) :

(क) (1) लगभग 6 लाख टन प्रति दिन ।

(2) चोपहियों के हिमाब से बड़ी लाइन पर लगभग 4,15,000 मान डिब्बे तथा मोटर लाइन पर 1,00,000 मान डिब्बे हैं ।

(ख) 1978-79 और 1979-80 के दौरान क्षमता का पूरा-पूरा उपयोग किया गया था ।

(ग) प्रश्न नहीं उठता ।

#### Mexico's North-South Summit Meeting

1550. SHRI RAM SWARUP RAM: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the North-South Summit meeting scheduled in Mexico is facing trouble to discuss the report of Brandt Commission;

(b) if so, the facts thereof;

(c) whether India and Austria have also initiated for participating of developing and developed countries in this Summit; and

(d) if so, the facts thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) to (d). The Governments of Mexico and Austria had proposed the convening of a Summit meeting of 20 to 25 world leaders from both developed and developing countries to consider the major global economic issues. It is not the intention of the Summit to discuss the Brandt Commission Report, as such. After initial consultations, a preparatory meeting

at the level of Foreign Ministers was held in November 1980 at Vienna to consider a number of specific issues relating to this Summit. India was invited by the co-sponsors to both attend the Summit, and to join in the preparatory stages. Accordingly, Foreign Minister participated in the first meeting at Vienna in November 1980. He will also be taking part in the next meeting scheduled in March 1981, which will go into the questions of participation, agenda and procedures for the Summit meeting. The Summit itself is expected to be held in Mexico in June, 1981. While there have been some uncertainties, as to the approach of some countries, because of elections in a number of developed countries, it is expected that all the countries invited will take part at the Summit.

#### Cranes required for the repair dock at Cochin Shipyard

1551. SHRI D. K. KODIYAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the repair dock built at Cochin Shipyard has not yet started functioning due to lack of cranes;

(b) if so, what were the reasons for non-acquiring the cranes in time;

(c) whether orders have been placed for the cranes required for the repair dock;

(d) if so, the details thereof;

(e) when the cranes will be made available; and

(f) by what time the repair dock is expected to start functioning?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The Repair Dock has been commissioned, without cranes, on 15th February, 1981 with the dry-docking of the 1st ship under construction at the Shipyard. The Dock will continue to be operational and receive ships for cleaning, pain-



ting, survey and such other repairs as can be done without the use of heavy cranes.

(b) and (e). The three cranes for the repair Dock were ordered on an indigenous firm in 1973 for delivery by September, 1976. However, because of inordinate delay in delivery by this firm, order for 40 T LLTT crane which is a critical item, has been placed on a Japanese firms. This crane is expected to be commissioned by August, 1981, and the other two cranes by March, 1982.

(f) The Repair Dock is expected to be fully operational by March 1982 with the commissioning of all the three cranes.

#### Number of Indians working in Gulf countries

1552. SHRI P. K. KODIYAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Iran-Iraq military conflict and the enforcement of the migration laws in individual countries of the Gulf region have affected the flow of Indian workers and experts to this region;

(b) if so, to what extent; and

(c) what is the latest available information regarding the number of Indian workers and experts working in the Gulf countries?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). After the outbreak of hostilities between Iran and Iraq in September, 1980 several thousand Indian workers and experts were repatriated from Iraq at their request. However, the position has stabilised itself since then and in fact more Indian workers and experts have been going to that country.

There has been no perceptible long-term effect on the flow of Indian workers and experts to the Gulf region on account of the enforcement of

the migration laws in individual countries of the region.

(c) In the absence of any system of compulsory registration of Indian nationals with Indian Missions and Posts abroad, the precise number of Indian workers and experts working in the Gulf countries is not known.

#### Chain pulling in Godavari Express between Vijayawada and Khamman

1553. SHRI K. A. SWAMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the frequent delays in the running of Godavari Express between Hyderabad and Visakhapatnam;

(b) what steps have been taken to curb chain pulling activities between Vijayawada and Khamman on Godavari Express and other trains in this sector;

(c) whether Railways are taking steps to root out ticketless travel in this sector; and

(d) the steps taken in these matters?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Performance of Godavari Express was affected mainly due to incidents of Alarm Chain Pulling and Agitations during the months of August, September and October 1980. The performance of these trains however improved during the subsequent months and was at a satisfactory level.

(b) to (d). Frequently, various types of checks, including surprise massive checks with the help of a large force of ticket checking staff assisted by RPF, GRP and Civil police and accompanied by Magistrates, are being conducted to curb the evil of ticketless travel and alarm chain pul-

ling. A Company of RPF is presently deployed to escort Mail/Express trains on Kazipet-Vijayawada Section.

**Insecurity of Passengers on Raipur-Visakhapatnam Rail Route**

1554. SHRI K. A. SWAMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the grave insecurity being faced by passengers on the Raipur to Visakhapatnam rail route;

(b) the number of reported thefts, robberies, etc. in 1980 in this section; and

(c) what steps have been taken to curb the frequent robbery and violence on rail passengers in this sector?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). During 1980, two cases of robberies and 49 cases of thefts of passengers belonging were reported in this section. This cannot be said to have created a grave insecurity to the passengers.

(c) Existing security measures have been tightened up. Important passenger trains of this section particularly running during the night are being escorted by the Government Railway Police and Railway Protection Force personnel to prevent such crimes.

**Setting up of Indian Institute for Advance Studies and Research in Ayurveda**

1555. PROF. P. J. KURIEN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government propose to establish an Indian Institute for advanced studies and research in Ayurveda; and

(b) if so, the steps taken in this regard and the State in which the Institute is proposed to be set up?

THE MINISTER OF STATE IN THE: MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). A proposal for setting up an Indian Institute for Advanced Studies and Research in Ayurveda is under the consideration of Government.

**Foreign Secretary's Visit to Afghanistan and other Islamic Countries**

1556. PROF. P. J. KURIEN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the foreign secretary made a recent trip to Afghanistan and some other Islamic countries;

(b) the names of the countries visited; and

(c) whether he canvassed with any of the above countries not to raise issue of the Russian involvement in Afghanistan during the forthcoming meeting of the non-aligned nations?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). The Foreign Secretary visited Afghanistan and Iran recently.

(c) No Sir.

छपरा-वाराणसी लाइन को बड़ी लाइन में बदलना

1557. श्री हरिेश बहादुर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार छपरा-वाराणसी लाइन को बड़ी लाइन में बदलने सम्बन्धी किसी प्रस्ताव पर विचार कर रही है ;

(ख) यदि हां, तो इस कार्य के कब तक पूरा हो जाने की संभावना है; और

(ग) यदि नहीं, तो तत्संबंधी कारण क्या है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क):

से (ग). गाजीपुर-बलिया खण्ड के रास्ते वाराणसी छपरा खण्ड का मीटर लाइन से बड़ी लाइन में भ्रामान परिवर्तन करने के लिए एक प्रारम्भिक इंजीनियरी एवं यात्रायात सर्वेक्षण प्रगति पर है। रिपोर्ट प्राप्त होने पर इस मामले की सभी दृष्टिकोणों से जांच की जायेगी। अर्थक्षम पाये जाने पर इस परियोजना का निर्माण आरम्भ कर दिया जायेगा बशर्ते कि योजना आयोग की स्वीकृति प्राप्त हो जाये और धान का आयात कर दिया जाये।

### छपरा-मारख रोड पर पुल

1558. श्री सत्यदेव सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या चुपरा कचेरी स्टेशन के पूर्व में चुपरा-मारख रोड पर कोई ऊपरी पुल न होने से लोगों को भारी कठिनाइयों का सामना करना पड़ता है;

(ख) क्या सरकार का विचार वहां पुल बनाने का है; और

(ग) यदि नहीं, तो इस के क्या कारण हैं ?

रेल मंत्रालय तथा संबन्धित कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) से (ग). छपरा-कचहरी स्टेशन के पूर्व में चुपरा-मारख रोड पर ऊपरी सड़क पुल बनाने के प्रस्ताव पर राज्य सरकार के परामर्श में रेलवे विचार कर रही है।

### Return Journey Tickets

1559. SHRI AJIT KUMAR MEHTA : Will the Minister of RAILWAYS be pleased to state:

(a) whether return journey tickets purchased are not confirmed and the reply-paid telegrams do not reach their destinations thereby causing innumerable hardships, inconveniences and

difficulties to the travelling public particularly Government servants who go out to avail the Leave Travel Concessions granted to them by Government;

(b) whether the quality of the paper used for issuing return journey tickets is of such a poor quality that it gets mutilated and torn in 3-4 foldings thereby putting the passenger in problems;

(c) if so, what steps Government propose to take to ensure that return journey tickets are confirmed within two days; and

(d) how many cases of the type occurred in 1980 and the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a), (c) and (d). Confirmation of reservation on return journey tickets is obtained from the controlling reservation offices either by sending telegraphic messages or by teleprinters or through countries depending upon the facilities available and adequate notice. In case of demand of reservation at short notice, occasions can arise due to interruptions in communication system when return journey reservations are not confirmed. Return journey quotas have been provided wherever regular traffic exists between two pairs of stations and confirmations are given at the time of purchase of tickets to the extent of quotas allotted. During the year 1980, 83 complaints were received where return journey reservations were not confirmed. All such cases were investigated and suitable remedial action as necessary was taken.

(b) The quality of paper used for issuing the return journey tickets is satisfactory.

### Indo-Pak Joint Programme for Development of Nuclear Technology

1560. SHRI GEORGE FERNANDES: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are considering a proposal by Pakistan for joint

programme with India in the development of nuclear technology for peaceful purposes;

(b) if so, the details thereof;

(c) if not, whether Government would consider making such an offer to Pakistan;

(d) if not, why; and

(e) whether it is a fact that Pakistan has expressed a desire to have joint programmes with India for development of nuclear technology?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) No, Sir.

(b) Does not arise.

(c) and (d). Government do not have any plans to make such an offer to Pakistan as it does not consider it useful or timely.

(e) No Sir.

**Countries Visited by Foreign Minister**

1561. SHRI G. M. BANATWALLA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the countries visited by him and the senior officers after the end of the last session;

(b) the purpose of the said visits;

(c) the agreements arrived at and or benefits accruing from the said visits; and

(d) the total expenses incurred on these visits?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) to (c). The Minister of External Affairs did not pay any visit to foreign countries after the last session. A statement giving the purpose and other details of the visits of the senior officers of the Ministry of External Affairs after the last session is placed on the table of the House.

(d) The total expenditure incurred on these visits was Rs. 2,11,787.14.

**Statement**

| S. No. | Name                                 | Countries visited      | Purpose of visit                                                                                                                                                                                                                                             | Agreements arrived at and/or benefits accrued from the visits                                                            |
|--------|--------------------------------------|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| 1      | 2                                    | 3                      | 4                                                                                                                                                                                                                                                            | 4                                                                                                                        |
| 1      | Shri R.D. Sathe<br>Foreign Secretary | Afghanistan<br>To Iran | Hold preliminary discussions on the agenda and draft declaration of Non-Aligned foreign Minister's Conference.                                                                                                                                               | The visit provided an opportunity to exchange views on matters concerning the Non-Aligned foreign Minister's Conference. |
|        |                                      | Nepal                  | To hold preliminary discussions on the agenda and draft declaration of Non-Aligned foreign Minister's Conference. The visit also provided a renewed opportunity for an informal exchange of views on various matters of bilateral interest to India & Nepal. | Helped in further promoting the traditional spirit of close mutual understanding between the two countries.              |

| 1 | 2                                                       | 3                                               | 4                                                                                                                                                                                                                        | 5                                                                                                                                    |
|---|---------------------------------------------------------|-------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
|   |                                                         | France, Spain<br>Austria                        | For bilateral talks                                                                                                                                                                                                      | The visit is till on.                                                                                                                |
| 2 | Shri E. Gonsalves,<br>Secretary (East)                  | Bangladesh<br>Sri Lanka                         | To hold preliminary discussions on the agenda & draft declaration of Non-Aligned foreign Minister's Conference. The opportunity was also utilised to discuss bilateral issues with the authorities of the two countries. | This was part of India's continuing dialogue with two countries to promote friendship and mutual, understanding with our neighbours. |
| 3 | Shri R. Bhandari,<br>Secretary (ER)                     | Oman Qatar<br>Saudi Arabia<br>Lebanon<br>Kuwait | To hold preliminary discussions on the agenda & draft declaration of Non-Aligned foreign Minister's Conference                                                                                                           | Consultations were held for mutual benefits.                                                                                         |
| 4 | Shri N. Krishnan,<br>Additional<br>Secretary (UN)       | Pakistan<br>Nigeria                             | To hold preliminary discussions on the agenda & draft declaration of Non-Aligned Foreign Minister's Conference.                                                                                                          | The visits resulted in understanding and appreciation of each other's point of view on major international issues.                   |
| 5 | Shri S. K. Singh,<br>Additional<br>Secretary (AD)       | Kuwait<br>Jordan<br>Syria                       | To hold preliminary discussions on the agenda & draft declaration of Non-Aligned Foreign Minister's Conference.                                                                                                          | Consultations were held for mutual benefits.                                                                                         |
| 6 | Shri J. R.<br>Hiremath,<br>Additional<br>Secretary (PP) | Kenya<br>Tanzania<br>Zambia                     | To hold preliminary discussions on the agenda & draft declaration of Non-Aligned Foreign Minister's Conference.                                                                                                          | The visits generated goodwill and better understanding of each other's point of view on major international issues.                  |

### Railway Workshop

1562. SHRI R. P. YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Railway employees working in different Railway Workshops in the territorial jurisdiction of Bihar and West Bengal; and

(b) the progressive stages of development works undertaken in these workshops during the last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKARJUN): (a) The total number of employees working in each of the workshops in the territorial jurisdiction of Bihar and West Bengal is as under:—

|                               |       |
|-------------------------------|-------|
| Jamalpur                      | 13553 |
| Kanchrapara                   | 13016 |
| Lilluah                       | 11263 |
| Samastipur                    | 614   |
| Kharagpur                     | 15567 |
| Sini                          | 1020  |
| Chittaranjan Locomotive Works | 16014 |
| Signal Workshop, Howrah       | 750   |

(b) Development works costing Rs. 4179.17 lakhs have been undertaken in these workshops during the last three years (1978-79 to 1980-81) through the annual works programme of the concerned Railways. The approved works are in various stages of progress. Addi-



tional Machinery and Plant at a total cost of Rs. 1900.27 lakhs have also been sanctioned for these workshops.

**हिमाचल प्रदेश में राष्ट्रीय राजमार्ग**

1563. श्री कृष्णदत्त सुल्तानपुरी : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमाचल प्रदेश में कितने राष्ट्रीय राजमार्ग हैं; और

(ख) राज्य में भिन्न-भिन्न शीशों के अन्तर्गत ऐसी सड़कों पर किए गए व्यय का व्योरा क्या है ?

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूटा मिह) : (क) हिमाचल प्रदेश में तीन राष्ट्रीय राजमार्ग हैं। जिनके नाम इस प्रकार हैं—राष्ट्रीय राजमार्ग 21, राष्ट्रीय राजमार्ग 22, और राष्ट्रीय राजमार्ग 1-क।

(ख) हिमाचल प्रदेश में राष्ट्रीय राजमार्गों पर 1975-76 में और उसके बाद किए गए खर्च का व्योरा इस प्रकार है :—

(लाख रुपये)

| वर्ष                 | राष्ट्रीय राज-<br>मार्गों पर व्यय<br>(मूल कार्य) | अनुरक्षण और<br>मरम्मत पर<br>खर्च |
|----------------------|--------------------------------------------------|----------------------------------|
| 1975-76              | 133.94                                           | 35.21                            |
| 1976-77              | 176.39                                           | 53.99                            |
| 1977-78              | 215.06                                           | 75.07                            |
| 1978-79              | 154.58                                           | 111.18                           |
| 1979-80              | 198.03                                           | 94.69                            |
| 1980-81 <sup>n</sup> | 142.51                                           | 62.30                            |

(नवम्बर, 1980 तक)

**Loan and Subsidy for Raising Shipping Tonnage**

1564. SHRI B. V. DESAI:  
SHRI SUSHIL BHATTACHARYYA:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether India's share in the international shipment of bulk cargo increased from 33.35 per cent in 1979 to 36.33 per cent during 1980;

(b) if so, whether the shipping tonnage is projected to be raised to 8.3 million C.R.T. by the end of the Sixth Plan;

(c) if so, whether for this, the Ministry has sought loan and subsidy from the Planning Commission to achieve this target; and

(d) if so, whether the Planning Commission has agreed to their request?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) India's share in the movement of Government owned/controlled Bulk Cargo only (both imports and exports) by Indian vessels increased from 33.35 per cent in 1979 to 38.75 per cent in 1980.

(b) The Ministry proposed in its draft Sixth Five Year Plan a tonnage of 8.3 million G.R.T. by 1985.

(c) and (d). The Ministry proposed a loan provision of Rs. 913 crores and Rs. 215 crores as subsidy to Shipping Development Fund Committee. The Planning Commission have agreed to Rs. 555 crores as loan and Rs. 150 crores as subsidy.

**Late Running of Trains because of Chain Pulling**

1565. SHRI GHUFRAN AZAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the late running of trains is due to chain pulling, etc.; and

(b) if so, what measures Government are taking to stop chain pulling by miscreants?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, mainly not entirely.

(b) The following measures are taken to combat the source of unauthorised alarm chain pulling:—

1. Escorting of trains by plain clothed TTEs and Railway Protection Force/Government Railway Police personnel;
2. Conducting surprise checks by anti-alarm chain pulling squads, consisting of TTEs and RPF personnel;
3. Surprise ambush checks at places noted for frequent unauthorised chain pulling;
4. Educative campaign in press through posters cinema slides etc. and by announcement on public address system at important stations;
5. Offering rewards to those apprehending alarm chain pullers;
6. Blanking off of alarm chain apparatus on selected trains in vulnerable areas.

Close liaison is maintained with the State Governments to curb the activities of these anti-social elements. The Chief Ministers of states have been addressed by the Minister of Railways for rendering necessary assistance to the railways for combating this evil.

#### Carrying Bundles of Fire Wood Passenger Train

1566. SHRI GHUFRAN AZAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the practice of milk vendors and people who carry bundles of fire wood

etc. in the trains with or without ticket which cause great inconvenience to passengers;

(b) if so, what steps Government have taken to stop this practice; and

(c) the arrangements, if any, made for travelling these passengers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Milk Vendors generally travel with their milk cans against monthly Milk Vendors' Ticket by nominated trains. Where the milk traffic is heavy, separate compartments are earmarked for milk vendors, particularly on suburban sections of metropolitan cities. Carriage of bundles of fire wood etc., is prohibited in passenger trains.

2. However, some cases of the type mentioned in the question have been reported. To eliminate/curb such cases, various types of checks are conducted including massive checks in which a large force of ticket checking staff assisted by R.P.F. and G.R.P. is deployed accompanied by Railway Magistrates.

#### Permanent Negotiating Machinery

1567. SHRI INDRAJIT GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government Negotiating Machinery (PNM) on each Railway Zone is supposed to meet at least four times a year;

(b) if, so whether Government are aware that on the South Eastern Railway, only one meeting of the Permanent Negotiating Machinery was called in each of the years 1979 and 1980;

(c) whether Government are also aware that the Permanent Negotiating Machinery at Divisional level has virtually stopped functioning; and

(d) whether such a situation is provoking the employees to take to direct agitations on long-pending demands and grievances?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) On the South Eastern Railway, there are two recognised unions, viz., the South Eastern Railwaymen's Congress and the South Eastern Railwaymen's Union. In the year of 1979, the Railway had two PNM meetings with each recognised union and similarly in 1980 also they had two meetings with each of the unions at the Zonal level.

(c) and (d). The Permanent Negotiating Machinery at the Divisional level on the South Eastern Railway has been functioning regularly and there had been 148 meetings with both the recognised unions during 1979 and 1980.

#### Late Running of Rajdhani Express

1568. SHRI INDRAJIT GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the Rajdhani Express running between Delhi and Howrah and vice versa is consistently late since December 1980;

(b) the reasons for late running of this prestigious train causing great inconvenience to the passengers; and

(c) the action taken, if any, to ensure punctuality of the train?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Since December, 1980 trials are being conducted on 101/102 Howrah-New Delhi Rajdhani Express for its haulage by an electric locomotive with increased loads for meeting the growing demand and for saving

costly diesel oil. Trials have indicated that extra journey time is necessary and suitable action is being taken to revise their schedules accordingly. This apart the punctuality performance has also been indifferent due to power supply failures and accidents, etc.

#### Reorganisation of Railway Zones

1569. SHRI DAULAT SINHJI JAD-EJA: Will the Minister of RAILWAYS be pleased to state:

(a) when the existing Railway Zones were made;

(b) whether Government are considering to reorganise the railway zones;

(c) if so, the details thereof; and

(d) the details of guide-lines for reorganisation of the zones?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The dates when each of the 9 existing Railway zones came into being are given below:

| Names of Railway Zones | Date of formation |
|------------------------|-------------------|
| Central                | 5-11-1951         |
| Eastern                | 14-4-1952         |
| Northern               | 14-4-1952         |
| North Eastern          | 14-4-1952         |
| Northeast Frontier     | 15-1-1958         |
| Southern               | 14-4-1951         |
| South Central          | 2-10-1966         |
| South Eastern          | 1-8-1955          |
| Western                | 5-11-1951         |

(b) to (d). In order to streamline the working of the Railways and to reorganise the present Zonal/Divi-

sional Set-up, a High Powered Committee of Experts is proposed to be appointed as announced by the Minister of Railways in his Budget Speech for 1981-82 on 19-2-1981.

**Indian vessels destroyed in Iran-Iraq war**

1570. SHRI DAULATSINHJI JAD-EJA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the details of the Indian Vessels destroyed in Iran-Iraq conflict according to latest information; and

(b) the number of persons killed or missing?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The following six Indian sailing vessels are reported to have been destroyed:—

1. Murlidhar.
2. Safina Al Omar
3. Al Hafza.
4. Ghelani Pir Pasa.
5. Safina Al Nazari.
6. Al Firooz.

(b) No Indian personnel are reported killed. Only one Indian Cadet named Shri J. R. T. Anbu is missing.

**विभिन्न रेलवे याइँ से चुराया गया माल**

1571. श्रीमती कृष्णा साहो : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1980 के दौरान देश में विभिन्न रेलवे याइँ से कितनी राशि का माल चुराया गया;

(ख) हजनि के रूप में रेलवे ने कितनी राशि का भुगतान किया; और

(ग) बिहार में गधारा याइँ से कितने मूल्य का माल चुराया गया और इस प्रकार की घटनाओं की रोकथाम के लिए सरकार ने क्या कार्यवाही की है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) 56,24,255 रुपये ।

(ख) उपर्युक्त (क) के सम्बन्ध में क्षतिपूर्ति के रूप में भुगतान की गयी राशि के आंकड़े नहीं रखे जाते हैं ।

(ग) बिहार में गड़हरा (गाधरा नहीं) याइँ से 1980 के दौरान चुराये गये माल की राशि 1,24,683 रुपये है । इस प्रकार की घटनाओं की रोकथाम के लिए निम्नलिखित उपाय किये गये हैं :—

1. रेलवे सुरक्षा बल रेलवे सुरक्षा विशेष बल द्वारा सशस्त्र गन लगाना ।

2. निर्धारित स्थल याइँ ड्यूटी के बदले बोट एवं क्षेत्र में गश्त लगाना ।

3. रे० मु० ब० के अधिकारियों द्वारा कड़ा पर्यवेक्षण ।

4. भ्रामूचना इकट्ठी करने और भ्रपराधियों को रंगे हाथ पकड़ने के लिए रे० मु० ब० / केन्द्रीय जांच ब्यूरो के कर्मचारियों को सादे कपड़ों में तैनात करना ।

5. पुलिस तथा रे० मु० ब० द्वारा भ्रचानक संयुक्त छापे मारना :

6. भ्रपराधियों पर सतत दबाव डालने तथा उन पर निगरानी रखने के लिए रेलवे के क्षेत्र में भ्रपराध तथा भ्रपराधियों के बारे में राज्य पुलिस तथा रे० मु० ब० के साथ मूचना आदान-प्रदान करना ।

7. स्थानीय पुलिस और राजकीय रेलवे पुलिस के साथ निकट सम्पर्क बनाये रखा जा रहा है ।

8. दोषी कर्मचारियों के विरुद्ध कठोर कार्रवाई की जाती है ।

### New Railway Lines in Orissa

1572. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) the criteria for introducing new railway lines while considering its plan;

(b) whether Government also considers the backwardness of that region also; and

(c) if so, whether Government propose to lay new lines in Orissa State keeping in view the backwardness as well as the population of that State?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Construction of new railway line or extension of an existing railway line is generally taken after the detailed survey and investigation when it is established that the railway line will provide the best, cheapest and most economical mode of transport to meet the needs of the area. Construction of railway line would be justified in areas which have:

(i) mineral deposits which cannot be exploited without the development of rail transport; or

(ii) have the raw materials and potential for major industries like steel, cement, fertiliser or refinery etc. which offer substantial traffic; or

(iii) where a very large number of passengers have to be moved as in the case of suburban lines in the metropolitan area and other thickly populated areas; or

(iv) when the existing line has become saturated and the new line will provide an alternative route at the same time opening up a new area and construction of railway lines which are considered essential on strategic consideration.

The Public Accounts Committee had recommended in 1975-76 that Railway

should explore the possibility of drawing up a comprehensive longterm and clear cut plan for the construction of new lines on a systematic basis and that Government would complete the long term plan for the construction of railway lines in hilly and backward areas and implement them speedily. As a follow-up action on the PAC's recommendations the National Transport Policy Committee was appointed in 1978 to evolve a comprehensive National Transport Policy tailored to meet the plan priorities in the country. One of the Six Working Groups constituted by the NTPC was asked to make an in-depth analysis on the policy of construction of new lines and suggest criteria in respect of such lines including developmental and unremunerative lines which cannot be justified, on purely financial consideration. Based on the report of the Working Groups, the NTPC had finalised its deliberations and submitted its report to the Planning Commission in May 1980. Its recommendations are being processed by the Planning Commission in consultation with the concerned Ministries of the Government of India.

### Automatic Signalling

1573. SHRI CHINTAMAN PANIGRAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether automatic signalling has been installed by now on only 1,437 kilometres out of a total of 60,777 route kilometres; and

(b) what was the programme of installing automatic signalling on the Railways and at what cost by the end of 1980-81?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes. However the figure is 1437 track kilometres out of a total of 103906 track kilometres.

(b) There is a work in progress on Southern Railway on Ennore-Minjur section (9.9 kilometres) at a cost of Rs. 19.00 lakhs.



### Close circuit wagon movement policy

1574. SHRI CHINTAMANI PANI-GRAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the close circuit wagon movement policy of Railway has created serious imbalance in coal supplies among steel plants;

(b) whether it is also a fact that while Rourkela and Bhilai have been made to starve of coal, the Bokaro has been flooded with stocks; and

(c) if so, the steps being taken by Government for even coal supplies to all the steel plants?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) and (b). No imbalance in coal stocks held by various steel plants was caused due to the close circuit movement as such. Bokaro did have more coal stock for sometimes.

(c) As on 20th of February 1981, Rourkela had 33 thousand tonnes of coal, Bhilai 57 thousand tonnes and Bokaro 42 thousand tonnes.

### तदर्थ श्रेणी तीन कर्मचारी

1575. श्री आर० एन० रावेंगः क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेल बोर्ड कार्यालय परिषद् की 5, 6 और 21 जून 1980 को आयोजित की गयीं 24वीं बैठक में कर्मचारी और सरकारी दोनों पक्ष के बांडे कार्यालय में तदर्थ श्रेणी तीन कर्मचारियों को रेल बोर्ड सचिवालय लिपिक सेवा के निविदा 9(1) में छूट दे कर समाविष्ट करने पर सहमत हो गये थे ;

(ख) यदि हां, तो इन कर्मचारियों को समाविष्ट करने में विलम्ब के क्या कारण हैं और इसके लिए कौन से प्राधिकारी जिम्मेवार हैं; और

(ग) इन तदर्थ कर्मचारियों को समाविष्ट/नियमित करने के आदेश कब जारी किये जाने की संभावना है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) से (ग) तदर्थ और अस्थाई आधार पर क्षेत्रीय रेलों से लिए गए और रेल मंत्रालय में कार्य कर रहे हैं, निम्न श्रेणी लिपिकों को रेलवे बोर्ड सचिवालय लिपिकीय सेवा में समाहित करने से सम्बन्धित मामले पर कार्यालय परिषद् की 24वीं बैठक में विचार-विमर्श किया गया था जिसमें सरकारी पक्ष रेलवे बोर्ड सचिवालय लिपिकीय सेवा को शासित करने वाले नियमों से सम्बद्ध उप-बन्धों के अधीन रेल मंत्रालय में ऐसे वर्तमान कर्मचारियों को समाहित करने के प्रश्न पर विचार करने के लिए सहमत हो गया था बशर्ते कर्मचारी पक्ष कुछ शर्तों से सहमत हो। बैठक में सरकारी पक्ष द्वारा किये गये प्रस्तावों की कर्मचारी पक्ष द्वारा स्वीकार किया गया था। उपर्युक्त कार्यालय परिषद् की बैठक में हुए विचार-विमर्श के अनुसरण में, मामले की प्रागे जांच की गई है और आशा है कि इस मामले को शीघ्र ही अन्तिम रूप दिया जायेगा।

### Longer unit freight trains

1576. SHRI K. P. SINGH DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Ministry has decided to use longer unit freight trains upto 7500 tonnes instead of 2000 tonnes as earlier;

(b) whether such trains will be faster than that run before;

(c) what would be the additional load that the railways propose to carry during 1981; and

(d) whether this will reduce the delivery schedule of essential raw material to Industries?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) to (d). The Railway Ministry is considering running of freight trains with loads upto 7500 tonnes. New type of wagons are being manufactured for this purpose. A decision will be taken after trial runs are made sometime in the middle of July 1982.

#### Reduction in haulage by Railways

1577. SHRI K. P. SINGH DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Board has recently informed the individual industries that they would not be able to carry coal as before and there will be a reduction in haulage by 50 per cent:

(b) if so, the details of procedure that is going to be followed by the Railways; and

(c) whether this will affect the small industries very adversely and whether they will be forced to carry coal by road?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No.

(b) and (c). The Railways will continue to move all the coal offered by Coal India Limited at the various collieries for being transported to various consumers including small scale industries.

#### Increase in incidents of chain pulling on Bhusaval-Itarsi and Bhopal-Bina section of M.P.

1578. SHRI SHIV KUMAR SINGH THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether incidents of unnecessary chain pulling in trains have increased on Bhusaval-Itarsi and Bhopal-Bina sections in Madhya Pradesh;

(b) whether the cooperation of State Government has been asked for to check these cases; and

(c) if so, the action taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b). Yes.

(c) Join checks are being conducted and a close liaison is being maintained with the State Government to curb such anti-social activities.

#### Dredger Konark at Paradip Port

1579. SHRI LAKSHMAN MALLICK: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have since received any reports from the team of the technical officers deputed to enquire into the sinking of dredger Konark at Paradip Port;

(b) if so, the findings thereof and the action taken by Government thereon;

(c) whether the dredger Konark has since been salvaged; and

(d) if not, what is the present position of the Dredger?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Yes.

(b) The report has been received recently and is under examination.

(b) No.

(d) M/s. Smit International, Singapore have been awarded the contract for salvaging Dredger Konark of Paradip Port. The said salvaging firm has tried to salvage the dredger but they have not succeeded in salvaging the dredger so far. They are now planning for alternative method for salvaging the dredger.

### Overtime Rates

1580. PROF. RUPCHAND PAL:  
Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that there was different overtime rates in different Divisions of Railway for similar or same jobs; and

(b) if so, whether Government have any proposal to introduce uniform overtime rates of payment?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) and (b). In accordance with the recommendations of the Railway Labour Tribunal, 1969, the rate of overtime of railway employees varies depending on whether the rostered hours of duty in an averaging period include the time spent on preparatory and/or complementary work or not. As such the question of introducing uniform rates of overtime payment does not arise.

राजस्थान में छठी योजना के दौरान  
रेल लाइनों की लम्बाई

1581. श्री अशोक गहलोत : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) छठी योजनावर्ष के दौरान सरकार द्वारा कितने किलोमीटर लम्बी रेल लाइन बिछाने का विचार है ;

(ख) इसी अवधि के दौरान, क्षेत्रवार, सरकार द्वारा राजस्थान में कितने किलोमीटर लम्बी रेल लाइन बिछाने का विचार है ; और

(ग) यदि राजस्थान के लिए कोई प्रावधान नहीं किया गया है तो उसके क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) छठी योजना के प्रारम्भ से ही 1384 कि० मी० लम्बी रेलवे लाइनों का निर्माण कार्य चल रहा है । 1980-81 के दौरान 4 और नई लाइनों को जिनकी लम्बाई 285 कि० मी० है, निर्माण के लिए अनु-मोदित कर दिया गया है । इनमें से 257 कि० मी० लम्बी लाइनों को यातायात के लिए पहले ही खोला जा चुका है और 98 कि० मी० लम्बी नई लाइनें तैयार है और आशा की जाती है कि इन्हें 31 मार्च, 1981 तक यातायात के लिए खोल दिया जायेगा । 1981-82 के दौरान 8.31 कि० मी० लम्बी बड़ी लाइन का निर्माण करने का प्रस्ताव है । छठी योजना के दौरान 230 कि० मी० लम्बी अनिरीक्त नई बड़ी लाइनों के निर्माण का प्रस्ताव विचाराधीन है ।

(ख) और (ग). कोटा-चित्तौड़गढ़-नीमच बड़ी लाइन के निर्माण को 41.09 करोड़ रुपये की अनुमानित लागत से 1980-81 के बजट में शामिल कर लिया गया है । 1981-82 में इस कार्य के लिए 2.50 करोड़ रुपये के परिव्यय का प्रस्ताव है ।

डी० ई० एन० (कोन्स) द्वारा कर्म-  
चारियों को प्रोपन लाइन का सौंपा  
जाना

1582. श्री ए० के० राय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) डी० ई० एन० (कोन्स) पूर्व रेलवे लाइन धनबाद द्वारा 1965 के बाद जो परिसम्पत्तियां विशेष रूप से निर्मित ग्रंथ आदि (वक्स पॉशन) मृजित हुई और 'प्रोपन लाइन' को सौंपी गई उनका व्योरा क्या है ;

(ख) डी० ई० एन० (कोन्स) धनबाद के कितने कर्मचारी परिसम्पत्तिय के रूप में 'प्रोपन लाइन' को सौंपे गये ;

(ग) 'प्रोपन लाइन' को ऐसे कर्मचारियों को सौंपने में विलम्ब के क्या कारण हैं; और

(घ) इस सम्बन्ध में बोर्ड के आदेशों का उल्लंघन करने वाले अधिकारियों के विरुद्ध क्या कार्यवाही की गई है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) :

(क) विवरण इस प्रकार है :

1. रेलपथ :

(i) गोमी, चन्द्रपुरा ट्रांस्फो लाइन दुगदा चरण-I और II

(ii) फुलवारतानर-जमुनियातनगर लाइन का दोहरीकरण

(iii) पतरातु और बेरमी के मध्य मुख्य याई में रेलपथ कार्य

(iv) बरकाना-परिहार लाइन ।

2. निर्माण कार्य

(i) सुंदानडीह और धनबाद के बीच पाइप लाइन

(ii) जामेश्वर बिहार और दुनरी के बीच अनुरक्षण कार्य

(iii) पतरातु और बेरमी के बीच भिन्न-भिन्न निर्माण कार्य ।

(ख) चालू लाइन को दी गई परि-मत्पत्तियों के सम्बन्ध में रेलपथ के लिए 329 कर्मचारी और निर्माण कार्यों के लिए 30 कर्मचारी मण्डल इजीनियर, धनबाद को दिये गये थे ।

(ग) सामान्य नियमों के अनुसार परि-मत्पत्तियों के सृजन के बाद रेलवे के निर्माण और चालू लाइन संगठनों के बीच अनुरक्षण-

पदों के सृजन के प्रस्ताव के बारे में वित्त विभाग की सहमति से संयुक्त रूप से विनिश्चय किया जाता है ।

(घ) प्रश्न नहीं उठता ।

कोराला जयंत रेल लाइन

1583. श्री राम प्यारे पनिका : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) कोराला जयंत रेल लाइन का निर्माण कार्य कब तक पूरा हो जायेगा ;

(ख) क्या यह सच है कि रेलवे विभाग ने अभी तक राज्य सरकार को किसानों को वितरण के लिए मुआवजे की राशि का भुगतान नहीं किया है ; और

(ग) यदि हां, तो उन्हें मुआवजा कब तक दिया जायेगा ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) चरण 1 केरायला रोड से काकरी तक 33.05 कि० मी० की कुल लम्बाई में से 21.43 कि० मी० की लाइन को 30-6-1981 तक खोले जाने की आशा है ।

चरण 2—काकरी से जयन्त (अर्थात् शेष 11.62 कि० मी०) को खोले जाने की लक्ष्य तिथि 31-3-1982 है बशर्ते कि 31-3-1981 तक उ० प्र० सरकार द्वारा अपेक्षित भूमि को खाली कब्जा दिला दिया जाये ?

(ख) जी, नहीं ।

(ग) प्रश्न नहीं उठता ।

**Government steps to Curb Indiscipline among Railway Staff**

1584. SHRI S. M. KRISHNA:  
 SHRI R. L. BHATIA:  
 SHRI NARAYAN CHOUBEY:  
 SHRI P. M. SAYEED:  
 SHRI AMAR  
 ROYPRADHAN:  
 SHRI CHITTA MAHATA:  
 SHRI DAULAT RAM  
 SHARN:  
 SHRI KRISHNA PRATAP  
 SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a majority of locomen took mass sick leave on 30th January, 1981 responding to a call given by their Union in protest against the dismissal of some locomen of the S.E. Railway, Bilaspur Division;

(b) whether in West Bengal some elements, reportedly intimidated the Railway staff on duty and obstructed them from attending to work;

(c) whether in the first week of February, the Locomen's agitation was strengthened resulting in cancellation of some trains and dislocation of traffic;

(d) if so, what were the demands put forth by the locomen and their financial implications;

(e) the estimated loss caused to the railways on this in form of freight—both passengers and goods; and

(f) the steps which Government propose to take to prevent such acts of indiscipline on the part of the Loco and other Railway Staff from holding the entire community to ransom?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) to (d) and (f).

The position has been explained in the Suo Moto Statement made by the Minister for Railways on 17-2-81.

(e) Information is being collected and will be laid on the Table of the Sabha.

**Conversion of Delhi-Ahmedabad line**

1585. SHRI JAI NARAIN ROAT:  
 Will the Minister of RAILWAYS be pleased to state:

(a) whether Planning Commission has approved a proposal of the Railway Ministry regarding conversion of metre gauge line into broad gauge from Delhi to Udaipur; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No.

(b) Does not arise.

**Visit of Secretary (E.R.) to Gulf Countries**

1586. SHRI RAM VILAS PASWAN:  
 Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the outcome of the visit of the Secretary Economic Relating to the Gulf countries; and

(b) how far this visit would be helpful in paving the way for fresh Indo-Arab and Economic Co-operation?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Shri Ramesh Bhandari, Secretary (ER) in the Ministry of External Affairs, visited Kuwait, United Arab Emirates and Qatar during October, 1980. The main purpose of this visit was to arrange for additional supplies of oil to meet the shortfall caused by the interruption in supplies in the wake of Iran-Iraq war. The visit apart from pro-



moting and strengthening India's economic relations with these countries, helped achieve following results:

- (i) Kuwait supplied us some oil for the first time in 1980 (50,000 tons) and also promised to supply half a million ton of crude during 1981.
- (ii) UAE promised to enhance its oil supplies from 1 million tons a year to 1.5 million tons during 1981.
- (iii) Qatar promised to give a very sympathetic consideration to supplying us some crude oil.

#### Opening of more Medical Colleges in Saurashtra

1587. SHRI RAMJIBHAI MAVANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there have been demands from Saurashtra Region and various parts of Gujarat to open more Medical Colleges in various parts of Saurashtra particularly in Bhavnagar and Rajkot and Morvi etc. as well as in various parts of Gujarat;

(b) if so, the details of such demands;

(c) the action taken by State and Central Government to fulfil the demands;

(d) whether it is a fact that various representations have been sent to Central Government by various institutions, organisations, Chamber of Commerce and VIPs for opening of the Medical Colleges at Bhavnagar, Morvi, Rajkot, Gondal and such other places during 1977 to 1980; and

(e) if so, when the said Medical colleges are likely to start?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) to (e) The

requisite information is being collected and will be laid on the table of the House.

#### Indian Railways Personnel Service

1588. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the final list of officers who had opted to come over to the Indian Railways Personnel Service was circulated by the Railway Board in June, 1980;

(b) whether it is also a fact that even after constitution of Indian Railways Personnel Service and the final options having been accepted from amongst Level-I, Level-II, J.A. and Senior Scale Officers, persons belonging to other services and not belonging to IRPS continue to man the Level I and Level II, J.A. and Senior Scale posts on the Indian Railways;

(c) if so, the names and designations of such persons who do not belong to IRPS Cadre and are manning these posts together with the circumstances may be indicated; and

(d) Steps taken to transfer persons belonging to categories other than I.R.P.S. from the Personnel Department may also please be indicated?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Yes.

(b) Yes.

(c) and (d). In the initial constitution of this Service, the number of officers empanelled by U.P.S.C. was about one-third of the total number of posts. In view of the wide gap between the number of posts and number of Officers available, non-IRPS officers will continue to man IRPS posts for some more years to come. However, a beginning has been made for direct recruitment through Civil Services Examination, 1980 and gradually non-IRPS officers will be replaced by the cadre officers.

The precise information as to the names and designations of non-IRPS officers manning IRPS posts is being collected and will be laid on the table of the House.

**Negotiation with All India Railwaymen's Federation**

1589. SHRI GEORGE FERNANDES: Will the Minister of RAILWAYS be pleased to state:

(a) whether negotiations have been initiated with the All India Railwaymen's Federation for an amicable settlement of the demands;

(b) if so, at what stage are the talks; and

(c) when he expects to conclude the talks?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Presumably the reference is to the 10-point charter of demands of the All India Railwaymen's Federation received sometime back. In this connection, the position has been explained in reply to an unstarred question No. 423 by Shri Chitta Basu, MP answered on 20-11-1980.

**Number of Trains Cancelled due to Loco Strike**

1590. SHRI KRISHNA PARTAP SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of trains cancelled due to loco staff strike and the total amount of loss suffered by Government on this account; and

(b) the steps taken to normalise the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS, AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Information is being collected and will be laid on the Table of the House.

(b) The Government has taken all necessary measures to maintain the freight and passenger services with the result that the agitation resorted to by a section of locomen did not affect the train operations by and large, except in certain pockets on certain Railways. The agitation has since been called off.

**Trains Service Vis-A-Vis Strike by Loco Running Staff**

1591. SHRI SUBHASH YADAV:  
SHRI K. A. RAJAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the loco running staff is on strike since January, 28, 1981;

(b) what are their demands; and

(c) what has been the effect of the strike by loco running staff on the running of trains in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS, AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). The position has been explained in the Suo Moto Statement made by the Minister for Railways on 17-2-81.

**Rourkela Steel Plants Finished Product held up for want of Wagons**

1592. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that in relation to the Rourkela Steel Plant delay in releasing wagons held up for loading finished products, the railways cut the coal supply to the plant by 50 per cent; and

(b) if so, in view of the wagon shortage, whether Government have suggested that the railway should make arrangement and consider to supply the required quantities?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

तदर्थ कर्मचारियों का नियमित किया जाना

1593. श्री आर० एन० राकेश : क्या रेल मंत्री यह बताने की कृपा करेंगे कि रेलवे बोर्ड में काम कर रहे तदर्थ कर्मचारियों को नियमित करने के लिए सरकार ने क्या कार्यवाही की है और इस कार्य में कितना समय लगाने की सभावना है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : हिन्दी टाइप जानने वाले और इस समय रेल मंत्रालय में कार्यरत 5 तदर्थ लिपिकों को उत्तर रेलवे पर 1-11-80 से नियमित करने और समाहित करने का विनिश्चय किया गया है। इस सम्बन्ध में महा प्रबन्धक, उत्तर रेलवे को आवश्यक निर्देश जारी कर दिए गए हैं।

भारतीय मुसलमान लड़कियों का अरब देशों को भेजा जाना

1594. आचार्य भगवान देव : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान विदेशी एवं भारतीय समाचार-पत्रों में प्रतिदिन प्रकाशित होने वाले इन समाचारों की ओर दिलाया गया है कि भारत से मुसलमान नौजवान लड़कियों को अरब राष्ट्रों द्वारा अरब देशों में ले जाया जाता है और वहां पर उनसे अनैतिक कार्य कराए जाते हैं तथा हमारे देश में अनेक लोगों द्वारा इस घोटाले में सहायता दी जाती है; और

(ख) यदि हां, तो सरकार ने इस बात को मुनिश्चित करने के लिए क्या कार्यवाही की है कि विदेशी तत्व इन नौजवान लड़कियों को अरब देशों में अनैतिक व्यापार के लिए न ले जायें ?

विदेश मंत्री (श्री पी० वी० नरसिंहराव) :

(क) कुछ भारतीय और विदेशी समाचार-पत्रों/पत्रिकाओं में, अरब देशों में भारतीय मुस्लिम लड़कियों के कथित दुर्व्यवहार के बारे में कुछ लेख प्रकाशित हुए हैं।

(ख) अरब राष्ट्रों, भारतीय लड़कियों को अरब देशों में आम तौर पर घर में काम करवाने के लिए और पत्नियों के रूप में ले जाते हैं।

महिला कर्मचारियों के मामले में उत्प्रवासन का अनुमति अशेषित होती है जो नियोक्ता के पूर्ववृत्त की समुचित जांच-पड़ताल और उत्प्रवासनी संरक्षक के पास संविदा के पंजीकरण के बाद ही दी जाती है। अरब राष्ट्रों की भारतीय पत्नियों के मामले में, पत्नियों की अर्भनियत की उपयुक्त जांच-पड़ताल के बाद ही उनके विवाहोपरान्त नामों में पासपोर्ट जारी किए जाते हैं।

Loss in Freight Earnings

1595. SHRI B. V. DESAI:  
SHRI VIJAY KUMAR  
YADAV:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have suffered a total loss of Rs. 130 crores from freight earnings so far;

(b) whether in spite of improvements, the target of revenue earnings traffic for 1980 and 1981 which was set at 214.5 million tonnes could not be achieved to revamp this loss; and

(c) if so, the main reasons therefor and what steps have been initiated by

Government to cover this loss and also improve the earnings from freight?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) No. It is estimated that the financial effect of the shortfall in goods traffic would be only Rs. 30-12 crores at the close of the year 1980-81.

(b) As a result of the measures adopted to streamline and improve the railway operations during the last 3 months, the originating revenue earning traffic is expected to be 195 million tonnes during the year, which will be 2 million tonnes more than in 1979-80, although this will be short of the budgetary target by 18.5 million tonnes.

(c) Disturbances in Assam, extensive power cuts in the eastern sector affecting performance of marshalling yards and workshops, less demand for raw material to steel plants, labour troubles in mines of Bailadilla affecting movement of iron ore for export, closure of refineries in the eastern sector affecting loading of petroleum products, steep fall in the demand of sugarcane, increased movement of foodgrains from States of Punjab and Haryana to drought affected States, floods and breaches on Western, Northern and South Eastern Railways and staff agitations on a number of railways were the major reasons which were responsible for drop in loading on the railways.

The following steps have been taken to improve the loading of goods traffic during the current financial year (i) segregation of wagons fitted with roller bearings and centre buffer couplers from conventional type of wagons and their formation into rakes for carriage of essential commodities like foodgrains, fertilizers, cement and coal; (ii) formation and running of 'Jumbo Rakes' which are higher pay load unit trains of covered wagons carrying bulk

commodities at higher speeds over long distances; (iii) load carried by each goods train on different sections is being optimised; (iv) identification and condemnation of over-aged wagons on age-cum-condition basis; (v) running of through goods trains with the same electric or diesel engines; (vi) close co-ordination with the concerned agencies to clear the traffic on programmed basis; and (vii) procurement of more wagons.

#### Memo from All India Station Masters' Association

1596. SHRI ATAL BIHARI VAJPAYEE:

SHRI K. A. RAJAN:  
SHRI RAMAVATAR  
SHASTRI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether All India Station Masters Association has submitted a 14 point memorandum;

(b) if so, the details of the demands made; and

(c) the findings of the Committee previously appointed in this regard and awards made in connection with the grievances of the Station Masters, which of them have been expedited and also the ones which are rejected?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) Yes.

(b) and (c). The demands put forward by the Station Masters inter alia, contain the issues like revision of grades of Station Masters, parity in the percentage distribution of posts, uniform avenue of promotions and service conditions, provision of leave reserves, supply of uniforms etc. All these demands have been considered by the Government from time to time in the light of recommendations of the Committees and other aspects relevant including the financial restraints and appropriate action has been taken on merits of the demands.



**Reservation of Railway Bogies for Conference by a Political Party in Bombay**

1597. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) Whether it is a fact that in the recent past, a political party which wanted reservation of railway bogies for their conference in Bombay, was denied this facility;

(b) if so, on what grounds;

(c) whether they were ultimately given the accommodation they had asked for; and

(d) if so, on what grounds?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No.

(b) to (d). Does not arise.

**Reorganisation in Drug Administration**

1598. SHRI M.V CHANDRA-SHEKARA MURTHY;  
SHRI B. V. DESAI:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government is considering a plan to reorganise and streamline the entire drug administration in the country;

(b) if so, whether drug administration in this country is highly inadequate except Maharashtra, Gujarat and Tamil Nadu; and

(c) if so, what are the details of the steps being taken to reorganise and streamline the drug industry?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) There is no plan at present to re-organise and streamline

the entire drug administration in the country.

(b) and (c). The five requisites or an effective Drug Control Organisation are:—

(i) A whole-time competent Drugs Controller;

(ii) Appointment of an adequate number of Drug Inspectors whose technical and legal knowledge should be brought up-to-date;

(iii) Establishment of a well-organised Analytical Laboratory which can test samples of all categories quickly;

(iv) Establishment of an 'Intelligence-cum-Legal Wing' which will work in close collaboration with the Police Department for tracking down spurious drugs; and

(v) Maintenance of close liaison with consumer groups, the medical profession and leading members of the public, in matters relating to Drug Control Administration and the campaign against spurious drugs.

While States such as Gujarat, Karnataka, Kerala, Maharashtra and Tamil Nadu have taken steps to streamline their drug control administration on the above lines, in other States the drug control administration has yet to be streamlined. The Central Government has in the past repeatedly urged upon all State Governments to streamline and augment their Drug Control Machinery to make it more effective.

**Raniganj-Bankura Line**

1599. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have completed survey work for construction of a new railway line from Raniganj to Bankura via Mejia;

(b) if so the details thereof;

(c) whether Government propose to construct a new Railway line from



Raniganj to Bankura via mejia and a rail-cum-road bridge over the river Damodar; and

(d) if so, when the construction work is expected to start?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). Based on the survey report submitted to the Government of West Bengal in December 1977 as a deposit work and the observations made by the Union Ministry of Energy (Department of Coal), South Eastern Railway has already been asked to make a quick re-appraisal of the earlier survey and submit the report. A decision will be taken on receipt of the reappraisal report and its evaluation.

#### **Inquiry into Recent Spate of Railway Accidents**

1600. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have made any detailed inquiry into the recent spate of railway accidents in which large number of persons were killed/seriously injured to identify the major reasons for these accidents; and

(b) if so, the result thereof and the action contemplated by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Inquiries are held into all accidents whether they involve casualties or not. It is a statutory obligation on the Commissioners of Railway Safety who function under the administrative control of Ministry of Tourism and Civil Aviation to inquire into all accidents to passenger carrying trains which involve death or grievous injuries to any passenger. An analysis of the recent accidents indicates that failure of railway staff is the largest single factor responsible for accidents.

(b) To counteract human failures, safety organisations on the railways have been engaged in a relentless campaign to create greater safety consciousness amongst the staff connected with running of trains and to ensure that staff do not violate rules or indulge in short-cut methods that may lead to accidents.

Examination of trains and spot checks in carriage and wagon depots have been intensified and greater care is being paid to the proper maintenance of track. In order to reduce dependence on the human element, sophisticated aids like ultrasonic flaw detectors for wheels, axles and rails, axle counters, track circuiting etc. are being introduced progressively.

12.00 hrs.

#### **PAPERS LAID ON THE TABLE**

*Annual Accounts of Bombay Port Trust for 1979-80, Kandla Port-Trust for 1979-80, Madras-Port Trust for 1979-80, Visakhapatnam Port Trust for 1979-80, Review on and Annual Report of Dredging Corporation of India, Visakhapatnam for 1979-80 and Annual Report on the Working of Seamen's Provident Fund Scheme, 1966.*

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): I beg to lay on the Table;—

I beg to lay on the Table:

(1) A copy each of the following papers (Hindi and English versions) under sub-section (2) of section 103 of the Major Port Trusts Act, 1963:—

(i) Annual Accounts of the Bombay Port Trust for the year 1979-80 and the Audit Report thereon [Placed in Library. See No. LT-1937/81].

(ii) Annual Accounts of the Kandla Port Trust for the year 1979-80 and the Audit Report thereon. [Placed in Library. See No. LT-1938/81].

(iii) Annual Accounts of the Madras Port Trust for the year 1979-80 and the Audit Report thereon. [Placed in Library. See No. LT-1939/81]

(iv) Annual Accounts of the Visakhapatnam Port Trust for the year 1979-80 and the Audit Report thereon. [Placed in Library. See No. LT-1940/81].

(2) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(i) Review by the Government on the working of the Dredging Corporation of India Limited, Visakhapatnam, for the year 1979-80.

(ii) Annual Report of the Dredging Corporation of India Limited, Visakhapatnam, for the year 1979-80 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-1941/81].

(3) A copy of the Annual Report (Hindi and English versions) on the working of the Seamen's Provident Fund Scheme, 1966, under sub-section (1) of section 3 of the Seamen's Provident Fund Act, 1966. [Placed in Library. See No. LT-1942-81].

राम विलास पासवान : हार्जपुर \*

MR. SPEAKER: Not allowed.

श्री राम विलास पासवान : \*\*

अध्यक्ष महोदय : आप कोई और तरीके से लाइये । कोई और मोशन दीजिए !

श्री राम विलास पासवान : \*\*

अध्यक्ष महोदय : मुबह हो लिया और अब हो लिया । एक दफा काफी होता है । एक ही बात को बार-बार उठाना अच्छा नहीं होता है ।

श्री राम विलास पासवान :

MR. SPEAKER: I am not allowing it.

श्री राम विलास पासवान : \*

PREVENTION OF FOOD ADULTERATION (FIFTH AMENDMENT) RULES, 1980 AND DRUGS AND COSMETICS (FIFTH AMENDMENT) RULES, 1980.

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): I beg to lay on the Table:—

(1) A copy of the Prevention of Food Adulteration (Fifth Amendment) Rules, 1980 (Hindi and English versions) published in Notification No. G.S.R. 652(E) in Gazette of India dated the 14th November, 1980, under sub-section (2) of section 23 of the Prevention of Food Adulteration Act, 1954. [Placed in Library. See No. LT-1943/81].

(2) A copy of the Drugs and Cosmetics (Fifth Amendment) Rules, 1980 (Hindi and English versions) published in Notification No. G.S.R. 681(E) in Gazette of India dated the 5th December, 1980 under section 38 of the Drugs and Cosmetics Act, 1940. [Placed in Library. See No. LT-1944/81].

Twenty-ninth Report of the Union Public Service Commission for the period from 1-4-1978 to 31-3-1979.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): I beg to lay on the Table a copy of the Twenty-ninth Report (Hindi and English versions) of the Union Public Service Commission for the period 1st April, 1978 to 31 March, 1979, under article 323(1) of the Constitution. [Placed in Library. See No. LT-1945/81].

*Appointment of Railway Tourist Agent  
Rules, 1980*

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): I beg to lay on the Table a copy of the Appointment of Railway Tourist Agents Rules, 1980 (Hindi and English versions) published in notification No. S.O. 113 in Gazette of India dated the 10th January, 1981, issued under section 47 of the Indian Railways Act, 1980. [Placed in Library. See No. LT-1946/81].

12.03 hrs.

RE. CALLING ATTENTION

हाजीर

अध्यक्ष महोदय : मुन लिया। आप बंठ जाऊए। आपने मुवह कर लिया अर आप फिर कर रहे है। (ब्यवधान)

श्री राजनाथ सोनकर शास्त्री (सैदपुर) : एक मिनट आप मेरी बात मुन लीजिए।

अध्यक्ष महोदय : ..  
Under what rule?  
किस प्वाइंट पर चाहते है।

श्री राजनाथ सोनकर शास्त्री : हमने एक कॉलिंग एटेंशन दिया है ....

MR. SPEAKER: I have not allowed it.

(Interruptions)\*\*

MR. SPEAKER: For Calling Attention, you can come to me. Calling Attention cannot be discussed here.

(Interruptions)\*\*

MR. SPEAKER: Whatever is said without my permission, will not be recorded.

श्री राजनाथ सोनकर शास्त्री : अध्यक्ष जी, हमने एक कॉलिंग एटेंशन दिया है ; ...

MR. SPEAKER: Calling Attention cannot be discussed on the floor of the House.

श्री राजनाथ सोनकर शास्त्री : आप मेरी बात सुनिए।

अध्यक्ष महोदय : मुन ली आप की बात। आप मेरे कमरे में आ कर बात करिए।  
There is no rule. I cannot change the rule for you.

(Interruptions)\*\*

AN HON. MEMBER: On a point of order.

(Interruptions)\*\*

MR. SPEAKER: What he says is out of order.

श्री जगदान सिंह : \*\*

MR. SPEAKER: No. it is a State subject.

12.04 hrs.

COMMITTEE ON PAPERS LAID ON  
THE TABLE

MINUTES

SHRI G. S. NIHALSINGHWALA (Sangrur): I beg to lay on the Table, Minutes (Hindi and English versions) of the sittings of the Committee on Papers Laid on the Table relating to their Third Report.

श्री रामविलास पासवान : (हाजिर) अध्यक्ष जो, मैंने एक एडजॉर्नमेंट मांगन दिया है ...

अध्यक्ष महोदय : ....

Mr. Ram Vilas, there are ways to discuss it.

लेकिन एडजॉर्नमेंट मांगन पर डिस्कशन एनाऊ नहीं हो सकता ।

(व्यवधान)

अध्यक्ष महोदय : .....

Not at this time.

आप आकर बात कीजिए ।  
(व्यवधान)

अध्यक्ष महोदय :

The Prime Minister. Order now.

बना हो रहा है आपको ।

(व्यवधान)

MR. SPEAKER: Nothing will go on record, without my permission.

(Interruptions)\*\*

MR. SPEAKER: Nothing is going on record.

Nothing will go on record.

(Interruptions)\*\*

श्री राजनाथ सोनकर शास्त्री (सैदपुर):

.... हम प्रधान मंत्री के भाषण का बायकाट करते हैं ....

[Shri Rajnath Sonkar Shastri then left the House].

... (व्यवधान) ...

श्री श्री ए० एन० राकेश :  
हम सदन का विह्वल कर रहे हैं  
(व्यवधान)

[Shri R. N. Rakesh then left the House].

MR. SPEAKER: Nothing is going on record without my permission, whatever without my permission.

(Interruptions)\*\*

[Shri Harikesh Bahadur and some other hon. Members then left the House].

MR. SPEAKER: Order please.

(Interruptions)\*\*

MR. SPEAKER: I think you have come after reading a book whose title is "Once is not enough."

(Interruptions)

MR. SPEAKER: No, nothing is going on record without my permission.

(Interruptions)\*\*

MR. SPEAKER: No, I have not allowed.

(Interruptions)\*\*

MR. SPEAKER: No.

(Interruptions)\*\*

MR. SPEAKER: Nothing is going on record without my permission.

(Interruptions)\*\*

MR. SPEAKER: It is all right. Nothing.

(Interruptions)\*\*

MR. SPEAKER: If this is the way you are trying to disrupt the proceedings of the House,.....no.

(Interruptions)\*\*

MR. SPEAKER: Do not try my patience also now. This is enough. Do not try to take some other measures.

MR. SPEAKER: Is there not some balance of discipline in this House? Any hon. member can persuade this gentleman? This is too much. I am going to name him.

(Interruptions)\*\*

MR. SPEAKER: Mr. Jagpal. I am going to some other subject

(Interruptions)

MR. SPEAKER: Nothing

12.06 hrs.

MOTION OF THANKS ON THE PRESIDENT'S ADDRESS—Contd.

MR. SPEAKER: The House will now take up further consideration of the following motion moved by Shri V. N. Gadgil on the 19th February, 1981 and seconded by Shri Nawal Kishore Sharma on the 20th February, 1981, namely.

"That an Address be presented to the President in the following terms:— terms:—

'That the Members of Lok Sabha assembled in this Session are deeply grateful to the President for the Address which he has been pleased to deliver to both Houses of Parliament assembled together on the 16th February, 1981.' "

Hon. Prime Minister.

THE PRIME MINISTER (SHRIMATI INDIRA GANDHI): Mr. Speaker, Sir, I am somewhat in a dilemma. I had hoped to avoid any kind of recrimination and repetition of the comparisons which so upset and excite the Hon. Members of Opposition. But the tenor of many of their remarks, the quoting of figures out of context—The Hon. Member who launched the attack seemed to attach almost scriptural significance to a particular document—these leave me no choice but to refer to that period. But I assure you Sir, and the House that I do so without any bitterness or any feeling of satisfaction. I do not seek alibis nor do I wish needlessly to irritate anyone.

The non-performance or the mis-performance of the Janata Party and Lok

Dal Government is not hidden. Much of it was admitted by the hon. Members sitting opposite themselves at that time as well as later. These debates are always interesting, not only for the ideas expressed but for the measure one has of the speakers. I have listened to many of the speeches but not all. Apart from a few, there was more sound and fury than substance. From our side several hon. Members made spirited defence and many of the points made by the Opposition were well answered. This makes my task easier.

I was amazed to hear an extraordinary statement accusing us of making the President express our views. The President's Address has to reflect the policies and perception of the Government in power. That happens to be the constitutional position. It is ridiculous to say that we have brought the President within the pale of controversy. The President's Address, it is well recognised, is a policy document of the Government. Had it been the president's own statement hon. Members would not be introducing amendments.

An astounding and non-sensical theory was propounded that Shri Charan Singh's Government was our creation. Nothing can be farther from the truth. We protested strongly that he had no claim to form a Government at that time. (Interruptions)

When we resigned in 1977 we left the House in good condition. It was harmonious in the sense that the law and order situation was satisfactory. The communal situation, while not what we desired, seemed to be under control, the grain godowns were overflowing and foreign exchange reserves were excellent. But what did we find on return? The intervening years proved to be years not merely of drift and indecision but, what is much worse,—years of disally. The thrust that we had given to the economy in the mid seventies had generated its own momentum which continued to take the country forward for a while even afterwards, until for want of direction and support it began to slow



down. Had the momentum been kept up in the years 1977 to 1979, the country would not have been in the state we found last year when the G.N.P. fell by about 4.5 per cent.

Since several hon. Members have spoken of the performance for 1977 to 1979, it is worth our while to compare the results of the policies for the three years, 1974 to 1977 with the results of the policies of the Janata Party and Lok Dal Governments in the succeeding three years. You have probably heard the figures. But I give them again for the record. You will notice that where we needed increase, that is in the actual growth of the G.N.P. it came down from 4.1 per cent to 3.3 per cent, the industrial growth rate from 6.7 in 1974-77 to 3.2 in 1977-80, the growth rate of exports (at current prices) from 26.8 to 7.8 in 1977-80. The growth rate of the index of agricultural production came down from 1.7 in 1974-77 to 0.8 in 1977-80; and where we needed a decrease, for instance in the wholesale price index—counting 1970-71 equals 100 on a point to point basis—from 5.2 it rose to 8.8 in 1977-80. The growth in consumer price index—March to March basis rose from 5 per cent to 6.2 per cent.

The World Bank report was cited with great flourish in referring to the performance of the fiscal year 1976-79—a vain attempt to show how much was done by the Janata Party. This document was prepared by the World Bank staff and does not necessarily reflect the views of the Bank's Executive Directors. Perhaps the hon. member was under the impression that the figures he read out referred only to the Janata Party and Lok Dal period. Actually, in World Bank parlance, this term "fiscal period 1976-1979" includes the period 1975-76, 1976-77 as also 1977-78 and 1978-79. In these four years, the highest growth rate was in 1975-76, which was 9.6 per cent. I have earlier mentioned what happened in 1979-80 to the growth rate, i.e. it slumped by minus 4.5 per cent. This same World Bank report states that

the stabilisation measures taken in 1975 brought the severe inflation of that period under control. We do not want, nor is there need, to quote from the World Bank' reports or for that matter any other report prepared by a foreign agency, as our Socialist and Marxist members seem so keen to do. The facts of our achievements speak for themselves. What is the fact of the achievements of Janata Party and Lok Dal Governments? During those three years, the rate of growth works out to 3.3 per cent, which is less than the trend of growth rate of 3.5 per cent and lower than the average annual growth rate of 4.1 per cent during the three years preceding the Janata-Lok Dal rule. Even the 3.3 per cent growth rate during 1977 to 1979 was made possible only by the long-term policies followed and the momentum created by my earlier Government, as I stated at the beginning.

Inflation, Sir, is the main subject of conversation everywhere. The current Economic Survey gives figures which show how we have brought down the inflation rate from last year. Obviously we have not yet been able completely to reverse the trend set by the last few years. However, the price situation has somewhat improved.

It was alleged by one hon. member that India's rate of inflation is the highest in the world. I do not know from what source the hon. member gets his information. According to the latest IMF International Financial Statistics, the increase in consumer price indices in India from December, 1979 to September, 1980 was 7.5 per cent. I should like to give the House some comparative figures. They are: Korea 24.3 per cent, Mexico 22.5 per cent, Pakistan 14.2 per cent, U.K. 12.8 per cent, Philippines 11.2 per cent, Indonesia 9.8 per cent, USA 9.5 per cent and India, as I mentioned earlier, 7.5 per cent. However, this is no satisfaction to us and even though it is extremely difficult to insulate our economy from international inflationary pressures, we are trying hard to keep prices from rising. But some items like oil, as everybody knows, are not in our control.

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On our return to Government, we gave priority to halt the drift and to initiate new programmes to sustain economic development. The main thrust of Government policy is to increase production. In agriculture, we must expand irrigation, provide quality seeds and chemical inputs and strengthen extension services. The following figures speak for themselves. Fertiliser consumption in 1979-80 was 5.2 million tonnes. In 1980-81—the figure is provisional—5.6 million tonnes. Area under high-yielding varieties in 1979-80 was 35.2 million hectares and in 1980-81 48 million hectares. Institutional credit for agriculture by co-operatives and banks has gone up from Rs. 2,550 crores to Rs. 2,990 crores.

Industrial performance in 1980-81 was much better than in 1979-80. We have taken steps to ensure better utilisation of installed capacity, remove restraints on production, raise limits on investments on small-scale units, ancillaries and tiny units.

Performance within each sector of the infrastructure was closely monitored by the Special Coordination Cell, problems were identified and better coordination effected. As a result of which the industrial growth rate improved from 1.4 per cent in 1979-80 to 4 per cent in 1980-81. Electricity generation (as the percentage over previous year) improved from 2.2 per cent to 6 per cent. Coal production improved from 106.9 to 115.0 m.t.

**SHRI KRISHNA CHANDRA HALDER:** Jugglery of figures.

**SHRIMATI INDIRA GANDHI:** Cargo handling by major ports (from April to November) improved from 480 lakh tonnes to 510 tonnes.

I was told that for some unknown reasons the word 'export' was regarded almost as a bad word by the previous Government. So we had to take major initiatives to rescue it from stagnation.

The public distribution system has been strengthened. The off-take figures show that rice was 3.28 m.t. in 1979-80 whereas in 1980-81 it was 4.34 m.t. In wheat, improvement has not been very much. But still it is an improvement from 5.14 m.t. to 5.9 m.t.

During 1980-81, 40,000 fair price shops were opened mostly in rural areas.

It was amusing to hear that credit was being taken by Opposition parties for securing higher sugar cane prices. Actually, this was made possible only by our implementation of rational sugar pricing and distribution policies. This policy brought the total sugar production upto what is the highest in the last five years, 29 lakh tonnes till 7-2-1981. Those who created the gigantic sugar muddle in 1979 can hardly take credit for this reversal of the trend.

We prefer to help the kisan rather than enter into competition in shouting slogans of sympathy for him. When I said that 25 per cent of the Plan outlay would be set apart for farmers, I meant it. The level of investment for agriculture, rural development, irrigation and special area development, which benefits rural areas, is indeed of that order.

The other repetitive theme of a particular party is that of the import of foodgrains to build buffer stocks during 1974-77. I dealt with this comprehensively in my reply to the President's Address last year when I pointed out that the buffer stocks could not have been built but for the higher procurement of foodgrains by our Government. Please remember that it was our Government which was responsible for the policy of buffer stocking as an important factor of managing inflation and an instrument to provide essential commodities at reasonable rates to weaker sections of the society. For our part we intend to continue these policies. It is wholly wrong to accuse us of slowing down procurement. We are following it up. Already the procurement of rice in

kharif 1980-81 has exceeded 4.7 million tonnes, as against 3.6 million tonnes in the whole kharif year of 1979-80. But West Bengal which has had a very good harvest, I hear, has procured much less than it can and should do. I hope this is not according to some plan of theirs.

We have also been accused of depleting our foreign exchange reserves. May I remind hon. Members that in 1966 the position was really bad. Our reserves started accumulating from 1975 onwards in a big way, mainly due to bigger export efforts in the earlier years and increases in remittances from Indians abroad. But the reserves are not built for their own sake. They give us a cushion to manage the balance of payments problem, and should be used when necessary to finance imports, especially when they rise sharply, as in this year, because of the increase in the prices of POL products. The figures for POL imports are as follows: 1978-79 Rs. 1,677 crores; 1980-81 Rs. 5,600 crores (estimated). Against this increase in imports of about Rs. 4,000 crores for only one item, our draw down of foreign currency assets is expected to be only about Rs. 400 crores.

For a country's growth, the infrastructure is of the utmost importance. A sad but inescapable fact is that the infrastructure, including the public sector, was carelessly neglected. The following is the position:—The growth rate in electricity generation in utilities only in 1974-77 was 9.8 per cent. In 1977-80 it went down to 5.9 per cent. The growth rate of production of coal and lignite, which was 8.8 per cent in 1974-77, went down to 0.6 per cent in 1977-80. The growth rate in railway traffic in ton kilometres was 9.5 per cent in 1974-77 which went down to 0.2 per cent in 1977-80. The growth rate in the production of finished steel was 15.6 per cent in 1974-77, which went down to minus 4.6 per cent in 1977-80. This is from the Economic Survey.

In our scheme of things, the public sector has a special place. Its working has improved and we expect it to over-

come the inertia of 1979-80 and do as well and even better than in the period of 1974-77. The average pre-tax profit of public sector undertakings in 1974-77 was Rs. 3.6 crores. In 1977-80 it went down to Rs. 1.90 crores.

I am glad that industrial labour has responded positively to the measures we have taken so far. The number of man-days lost on account of labour problems in 1978 was 28.34 million; in 1979 it increased to 43.87 million; the provisional figure for 1980 is 12.91 million. But some people can't leave well alone. Attempts are being made to misguide labour and to vitiate the favourable industrial relations' situation. I appeal to the responsible sections of labour leadership not to allow themselves to be misled but to help us to serve the long-term interest of workers, which lies in increased production and in a sound and stable economy.

Family planning is indeed very vital for the whole world, and specially in our circumstances. It is in this area that we have had the most crippling set back in the last year. Our Party and Government have never advocated compulsory methods, and we have considered the programme not merely as a measure of population control but for healthier families and the general well-being of our people. One hon. Member said, and I fully support him, that this programme not only needs all-out effort by the Government but full co-operation of all the sections of the people, regardless of party or other considerations.

A rather feeble effort was made to project that outlays on science and technology were poor compared to what the Janata Party Government had provided. Of course, theirs was a Plan, as I said yesterday, that never was, because it was not approved by them. We all know what sort of interest that Government had taken in science and technology, and the consequent frustration of our scientists and technologists. Were not the achievements of our science denigrated in public, especially in so far as our

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peaceful nuclear experiment was concerned. It was an odd coincidence, and I want to make it very clear that for this I am not blaming either the then Government or our scientists, but it was strange coincidence that even the Bhaskara they sent up into space refused to send back information. It is a dark chapter in the history of our science and technology. I assure the House that we have the greatest commitment to science and technology and that our outlays on plan and non-plan expenditure will be significant as well as result-oriented. We shall continue to give all support to our brilliant scientists and technologists.

The law and order situation is one which worries all, and I share that anxiety. But one must see the problem in perspective. During the last years of my previous regime, agitations were deliberately fostered, giving rise to a climate of violence. The elements responsible for this were permitted to operate unchecked and thereby gained respectability. Later, during the Janata Party/Lok Dal inter regnum, caste and communal considerations came to the fore. The outcome is there for all to see—disregard for authority, demoralisation of law enforcement agencies, the politicalisation of government apparatus and heightened communal and caste tensions.

Now, while the Central and State Governments are taking measures to curb lawlessness, some parties have taken it upon themselves to encourage, if not foment, a variety of fresh agitations without the slightest regard to the damage caused to national life and national economy.

Each individual's or group's welfare depends on the total picture and the overall progress. And progress depends on the produce from our fields and factories. Progress depends on the functioning, quality and output of our schools, colleges, universities and other public and technological establishments.

Should any of us say or do anything to clog these wheels of progress and growth? I leave it to each one of you here in this House, and to the nation, to judge whether there are elements in our country who have incited and are inciting various sections. There are also those who have double talk of higher price to farmers and lower price to consumers—price-rise and anti-price rise about the same commodity. The attempt is to hamper production, by getting workers to stop or slow down work, by trying to paralyse the distribution system, to create tension and even a fear psychosis. Whatever the legitimacy or otherwise of various demands, is it in the national interest to give slogans like "RAASTA ROKO" or "RAIL ROKO" or "KAM ROKO"?

An hon. Member complained of my not visiting all the places where disturbances occur. In this, I cannot totally ignore the advice of the local administration. Some situations, especially communal ones, become very tense and it is considered advisable to go only when there is relative calm. At other times going helps to restore confidence. On occasions one has noticed that frequent visits rekindle sorrowful memories and keep emotions on the boil, thereby delaying normalcy.

The agitation in Assam has been going on for a long time. The Government have adopted a most patient and constructive attitude. It is indeed a pity that this has not evoked adequate response from the leaders of the agitation. Now, a new element has been introduced—terrorism: the throwing of bombs. Such a development cannot be countenanced by any government.

We have had prolonged consultations with the leaders of political parties on this issue. It is unfortunate that a political party which claims to be a national one has now chosen to come out in favour of an agitation, which has caused untold hardship to the people of Assam and the North-East, and considerable



damage to the economy there as well as the national economy. Amongst those most upset are the plains and hill tribal people. However, Government will continue its efforts to find a solution acceptable to all concerned.

There was understandable disquiet regarding feelings of insecurity amongst minorities. My party and I have always stood for those who are weaker, either economically, socially or because of numbers. Hence we are committed to the protection of minorities whether religious or linguistic. By the way, yesterday while I was listening to, I do not think it was the Member who was speaking, I think it was somebody who was interrupting, this member told a story about the Hindi language and how somebody had said in Bombay—

बस आती है कि आता है ? जवाब था "आवत" है.

which is the language spoken from my part of U.P. But it reminded me of a similar story.

DR. SUBRAMANIAM SWAMY (Bombay North East): You are from Medak.

SHRIMATI INDIRA GANDHI: Shall I say from where I was born?

PROF. MADHU DANDAVATE (Rajapur): Well, when the Prime Minister comes to Bombay we shall describe that.

SHRIMATI INDIRA GANDHI: It reminded me of another story. It is an old, pre-independence story. Two English officials, who were learning Urdu from different teachers were arguing among themselves. One said that this is a 'tashtari'. The other said 'no, my teacher has said it is a 'rakabi'. So, they decided to consult the bearer. The bearer said

... "हुजूर , हम तो इसको पलेट कहते हैं ।"

One of the measures to foster communal harmony is the revival of the National Integration Council. Even

though some persons refuse to join the Council, we hope that these deliberations will lead to useful results.

Yesterday, I heard there was criticism of my trip to Sravanbelgola. I went to Gometeshwara to pay homage to one of the great streams of Indian thought which has made deep impact on our history, on our culture and even on the methods adopted in our freedom struggle. Hon. Members know that Gandiji was influenced by it and took up ideas of non-violence, non-possession and so on.

एक नानरीय सदस्य: आप कोई टैम्पल न छोड़ें।

श्री जगजाल सिंह (हृद्द्वार): श्रीरगजेंद्र भी यहाँ गया करता था।

SHRIMATI INDIRA GANDHI: Members are rightly exercised over the agitation in Gujarat. It is most distressing. My heartfelt sympathy is with all those who suffer and specially because there, those who are suffering are the weakest of our people. It is deplorable that some political parties are encouraging people to persist in this ill-advised movement. The Government have moral obligation and constitutional responsibility to advanced the educational interests of the weaker sections of our society and in particular, the Scheduled Castes and Scheduled Tribes.

श्री राम बिलाम पान्दान : (हाजीपुर): श्रीर नाली बजाम्रो । (अवधान) असम की सरकार को प्रधान मंत्री जी बख्ति कीजिए । गुजरात की सरकार गुजरात में आन्दोलन चला रही है ।

SHRIMATI INDIRA GANDHI: And that we must and that we intend to discharge this responsibility in full measure. Naturally we must see that merit does not suffer and that no section feels discriminated against. I hope



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that the more responsible sections of the society will help to bring about an early restoration of peace.

One Member made an astonishing remark about my Government's interference in educational institutions. The troubles in these bodies have been started by some Opposition parties meddling with students or terrorising the staff. It is in States run by one of these parties that there is real interference on a big scale to the detriment of the effective functioning of prestigious institutions—Saha Institute of Nuclear Physics and the Bose Institute.

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): Not true.

MR. SPEAKER: Order (*Interruptions*).

SHRI SATYASADHAN CHAKRABORTY: You are misusing.... (*Interruptions*) Not true.... (*Interruptions*)

SHRIMATI INDIRA GANDHI: I am not talking about English, I am not talking about primary education. I am talking about the higher institutes of science.

I think, yesterday, it was said that various universities also have been interfered with, actually 6 out of 7, and, so far as I know the seventh university is Viswabharati which is a Central university. So, they cannot interfere with it.

SHRI SATYASADHAN CHAKRABORTY: I did not expect the Prime Minister to use this opportunity to malign a State Government.. (*Interruptions*)

SHRIMATI INDIRA GANDHI: I am not maligning any State Government .....

SHRI SATYASADHAN CHAKRABORTY: We can have debate in the House.

SHRIMATI INDIRA GANDHI: Why should we have a debate?

SHRIMATI INDIRA GANDHI: If it is not true, if they have not interfered, I shall accept it. I am not arguing about this. This is the information we have from the local people and those concerned with these bodies. (*Interruptions*) It is not from officers.

Similarly, I have had delegations from the Ramakrishna Mission complaining of the taking over of their polytechnics and schools. We know that this institution enjoys worldwide renown for its dedicated and fine educational, medical and relief work. (*Interruptions*). If these matters are wrong, I shall be the first person to accept and admit it.

SHRI SATYASADHAN CHAKRABORTY: Will the Prime Minister accept the challenge? What you are telling is not true.... (*Interruptions*)

MR. SPEAKER: Order. order No interruption please.

SHRI SATYASADHAN CHAKRABORTY: If you prove, it is true, I will resign from this House...

MR. SPEAKER: Please sit down. Nothing is going on record.

(*Interruptions*)\*

SHRIMATI INDIRA GANDHI: We feel it is confirmed information. But if it is not as I have already said I am prepared to look into it. There is no question of anybody resigning. I am not threatening the hon. Member.

Now, I come to foreign policy. It seems to me that there are a few hon. Members who live in an imaginary world of their own. One spoke of the normalisation of relations with our neighbours during the Janata Party regime.. History cannot be so easily distorted. It was my Government which took the first step for normalisation with Pakistan and the last major initiative in this direction was

the Simla Agreement. . Willingly giving up our river waters to the extent of damaging the Calcutta Port cannot be called normalisation. Good neighbourly relations can exist and grow only on the basis of reciprocity and mutual benefit. To this path we shall steadfastly adhere. We are as anxious as anybody. In fact, we think it is essential to have good relations with all our neighbours and we are doing everything possible for this. Another hon. Member spoke of lack of moral character. Strange words indeed from that party.

Events have demonstrated the rightness of our principled stands on various issues. The recent Non-Aligned conference has highlighted our balanced, constructive and active approach. The hon. Member, Shri Vajpayee's later statements to the Press revealed unsuspected depths of humour, perhaps unconsciously. How else can we explain his approbation of India's role at the Havana Summit? Through the Janata Party-Lok Dal interregnum, the question among the Non-aligned was "India where are you?". In that period, various factors, including international factors, led to the weakening of the Non-Aligned Movement, and when I met world leaders in Salisbury and Belgrade, the wondered if the movement could survive or would it break up.

Thus, the Conference of Foreign Ministers of Non-Aligned countries was held at a time when perils abounded to world understanding and especially to non-aligned unity. There were propagandistic statements and homilies, and many did their best to sow suspicion among us. But every one recognises that, in Delhi we were able to avert the danger of division and, to that extent, increase our capacity to work for the lessening of international tensions. I must compliment our Foreign Minister and his team of officials for their patient, un-ruffled and untiring work to iron out points of difference and to persuade the antagonists to come closer. We

now have a constructive initiative on the Iran-Iraq question. Regarding Afghanistan, leaders from all parts of the world who met me have commended as practical the Indian stand which seeks to help create an atmosphere for an early political solution.

AN HON. MEMBER: Publicly or privately?

SHRIMATI INDIRA GANDHI: Somebody asked, "publicly or privately". We have not changed our stand. It was made clear privately and publicly, in every possible forum.

Much is made of the fact that our Draft did not refer to one or two points. Now, it is clear that this was not a national draft, nor an elucidation of the Indian point of view, but a consensus paper. It was a compilation of various ideas aimed at evolving a common approach which became an excellent starting point and achieved maximum agreement.

As I said earlier, this does not mean that we have, at any time, changed our views or that they were not clearly made known to all. News from different quarters of international community informs us of a generally favourable reaction to the Conference. Here in this House the fact that we are criticised by opposing sections speaks volumes for our non-aligned stance. Anyhow, I do not expect impartial judgement from those who have made it their policy to attack me, whatever I do or say.

Our farmers are true patriots. They suffer and serve sweating in their fields, protecting our borders or through their sons who labour in factories. Their spirit of service and sacrifice has kept this nation going. Our Farmers' Rally was indeed an impressive and inspiring event. It gave farmers from all parts of the country, even from the remotest areas in the.. (Interruptions)

**SHRI AMAR ROY PRADHAN** (Cooch Behar): I want to know whether it was a government rally or not.

**SHRIMATI INDIRA GANDHI**: It was not a government function, Sir. But when anything takes place on this scale, it is important to the nation.

It gave our farmers from all parts of the country, even from the remotest areas in the North and North-East, opportunity to come together and demonstrate Indian unity in spite of great distance and diversities. It gave them the feeling of participation in the larger national effort.

Observers were especially impressed by the exemplary behaviour and discipline of such massive numbers, unprecedented at any time anywhere in the world. This should be a source of pride to all Indians.

Our working classes have always shown a high sense of patriotism more so during difficult times and I do sincerely hope that they will act with patience and restraint and do nothing to hamper production in factories or work in offices. Within the means available, the Government have been always anxious to do justice to all sections of people, and shall continue to do so. But we cannot ignore the poorest amongst the poor who call for immediate attention. The better of people cannot be secure unless the weaker sections are made stronger. There is not or rather should not be rivalry between any section.

My speech would be incomplete without a word of appreciation of our Armed Forces. The entire country admires the manner in which they serve and sacrifice for our security and in times of peace bring relief to victims of various calamities. We remember also our Exservicemen.

As I have said earlier, it is not my desire to score debating points or to continue an endless discussion on the past. To-day's world moves much too fast to allow us that luxury. I have no quarrel with the Opposition. I wish them well. They have somehow to criticise the Government which we do not

mind. Sometimes the criticism is theatrical and sometimes tends to gimmickery. Perhaps they think that this will help them. They are the best judges of what they should do. I am more concerned with what we and our Party do and we shall not allow any one to divert our attention from basic problems. I have repeatedly appealed for and offered cooperation. I am sorry to say that the response has been more towards confrontation. Opposition parties most of them have trod the path of confrontation all these years. Can we not give a trial to cooperation and discuss matters with cordiality? I doubt if any one disputes the view that the situation, in various ways, in and around our country is serious. The future is already upon us: All countries are faced with hard decisions. We have no soft options. This situation demands a concerted and stupendous endeavour which can only be achieved by constructive cooperation from Hon. Members, from political parties, from farmers and workers from professionals and intellectuals, from women and from youth, in fact, from all our people. If we can consider our problems in that larger context, in the context of the nation's problems and difficulties and international situation, Sir, I have no doubt that this country has the strength to overcome these obstacles and to march forward towards socialism, towards a better life for our people by solving then many problems. This cooperation I seek from the hon. Members of all sides of the House. I commend the Motion of Thanks to the President's Address.

श्री रामविनायक कामवान (हाजीपुर) :  
प्रधान मंत्री जी जैसा सा गुजरात राज्य पर पर भा रहे । गुजरात जन रहा है, हरिजन प्रादिवर्षी मारे जा रहे है । आपने सदन में कहा है कि गुजरात की मिथ्यजन बहुत खराब है । प्रधान मंत्री जी हरिजन श्री बाँकर सैकण्य को स्प ट प्राःवामन दे । . . .  
(इयबषान)

Mr. Speaker: We are going to discuss it.

**SHRI DHANIK LAL MANDAL** (Jhanjharpur): On a point of clarification (*Interruptions*).

**MR. SPEAKER:** A number of amendments have been moved by Members to the Motion of Thanks. Shall I put all the amendments to the vote of the House together or does any hon'ble Member want any particular amendment to be put separately? I find nobody is pressing. I shall now put all the amendments together to the vote of the House.

*All the amendments were put and negatived.*

**MR. SPEAKER:** I shall now put the main Motion to the vote of the House. The question is:

"That an Address be presented to the President in the following terms:—

'That the Members of Lok Sabha assembled in this Session are deeply grateful to the President for the Address which he has been pleased to deliver to both Houses of Parliament assembled together on the 16th February, 1981.' "

*The Motion was adopted.*

12.56 hrs.

#### COMMITTEE ON PAPERS LAID ON THE TABLE

##### THIRD REPORT

**SHRI G. S. NIHALSINGHWALA** (Sangrur): Sir, I beg to present the Third Report (Hindi and English versions) of the Committee on Papers laid on the Table.

#### CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

##### REPORTED HIKE IN THE PRICES OF COAL, PIG IRON AND STEEL

**श्री कमला मिश्र मधुकर (मोतिहारी):**  
प्रध्यक्ष महोदय, मैं अविनम्रनीय लोक-महत्त्व के निम्नलिखित विषय की और माननीय वाणिज्य तथा इस्पात और खान मंत्री का ध्यान दिनाता हूँ तथा अनुरोध करना हूँ कि वे इस सम्बन्ध में अपना वक्तव्य दें ;

"कोयला, कच्चा लोहा और इस्पात के मूल्यों में वृद्धि, जिस के कारण उद्योगों और जनसाधारण को कठिनाई हो रही है, के समाचार "

**प्रध्यक्ष महोदय :** मधुकर जी, अब इस को लच के बाद लेंगे ।

*The Lok Sabha then adjourned for lunch till Fourteen of the Clock.*

*The Lok Sabha reassembled after Lunch at Seven Minutes past Fourteen of the Clock.*

[MR. DEPUTY-SPEAKER in the Chair]

#### CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE—Contd.

##### REPORTED HIKE IN THE PRICES OF COAL, PIG IRON AND STEEL—CONTD.

**MR. DEPUTY - SPEAKER:** Now, the Minister may make the Statement.

**THE MINISTER OF COMMERCE STEEL AND MINES (SHRI PRANAB MUKHERJEE):** Sir, The compelling reason for the recent increase in iron and steel prices is the need to generate

\*Amendment Nos. 1 to 96, 115 to 122, 210 to 321, 375 to 411, 421 to 428, 437 to 453, 463 to 471, 488 to 520, 538 to 517, 333 to 337, 339 to 363, 375 to 377, 539 to 394, 601 to 620 and 653 to 694.



[Shri Pranab Mukherjee]

resources for the development of the steel industry. A Steel Development Fund has been set up for this purpose and payments were being made into it. However, because of the steel increase in cost of inputs, the amount flowing into the Development Fund was found to be barely enough to pay for cost escalations, which are quantified by the Bureau of Industrial Costs and Prices. Thus nothing was left for developmental needs.

2. The annual plan for 1980-81 envisaged that Rs. 302.50 crores of the outlay would be met from internal resources of the Steel Authority of India, and from the Steel Development Fund. No cut back in plan outlay on ongoing schemes could be contemplated as these were important to enable the industry to meet the rising demand for steel. Massive resources were also needed for creation of new capacities and for expansion and modernization of the existing ones. There was no alternative therefore to strengthening the Steel Development Fund through an increase in prices of iron and steel. The whole of the increase is to be credited to the Steel Development Fund; and cost escalations to the producers are to be allowed only on the basis of proper cost studies. It is in this background and after taking note of the coal price increase, which for coking coal used by steel plants would be substantially higher than the increase in the average price of coal, that a price increase of 20 per cent over prevailing Joint Plant Committee prices of steel and Rs. 400/- per tonne on pig iron has been announced over two weeks ago.

3. The present increase is expected to add about Rs. 400/- crores per year to the Steel Development Fund. The accruals this year will naturally be much less, being of the order of only Rs. 50 to 60 crores.

4. Members are aware that the bulk of the production of bars and rods used for construction comes not from the main steel plants, but from the re-rol-

lers and mini steel plants, whose prices are set by market forces rather than by the Joint Plant Committee. Semis used for production of bars and rods are produced in substantial quantities by the mini steel plants, and are again sold at market prices. These market prices for bars and rods and semis have been substantially above the Joint Plant Committee prices for quite some time now. In view of the relatively smaller contribution of these products from the main steel plants, it has been decided to allow the main producers to get their own prices depending on market conditions. Semis are used by re-rollers for production of bars and rods; and this is another reason for treating semis at par with bars and rods for this purpose. This step will enable the producers to augment their internal resources for developmental needs, and lessen the draft on the Steel Development Fund. As Members would appreciate, the constraints on steel production have caused a substantial decline in profitability of the main steel plants; and affected adversely the generation of internal resources.

5. Coming now to coal; after the last increase in 1979; there were substantial increases in the costs of inputs like oil products, explosives, power and the increased payments due to workers because of increase in the consumer price index. This was leading to a difficult situation for the coal companies, where budgetary support would have been needed even to enable payment of their debt and interest, and to cover their cash losses. After a cost study, therefore, it has been decided to increase the average price of coal from Rs. 101.18 per tonne to Rs. 128.02 per tonne in case of Coal India Limited, and from Rs. 99.92 per tonne to Rs. 138.85 per tonne for Singareni Collieries Ltd. The increase is effective from the 14th of this month. The price of soft coke, which is used as a domestic fuel has been fixed at only Rs. 150/- per tonne; which is much below the cost of production.



श्री कमला मिश्र मधुकर (मोतीहारी) :  
 उपाध्यक्ष जी आप जानते हैं कि प्रणव मुखर्जी बहुत तेज आदमी हैं लेकिन मैं उनको कहना चाहता हूँ कि इन समस्याओं का समाधान इस तरह से नहीं हो पायेगा। आपने जो कारण बताये हैं कि इन कारणों से दाम बढ़ाये हैं, ये कारण सही नहीं हैं। क्योंकि इन्हीं कारणों से 1979 में भी ऐसे ही दाम बढ़ाये गये थे और उस समय भी दाम बढ़ाने समय यहाँ बात कही गई थी कि हम स्टील का उत्पादन बढ़ाना चाहते हैं इसलिए हमें साधन चाहिए। इसी आधार पर उस समय दाम बढ़ाये गये थे। लेकिन उसका परिणाम क्या निकला? स्टील प्रोडक्शन का फॉर्मिडबल में 1978-79 में 44 करोड़ का मुनाफा हुआ था वहाँ 1979-80 में उसे केवल 8 करोड़ का मुनाफा हुआ। मुनाफा है उस साल उसमें सी करोड़ रुपये के घाटे की संभावना है। इसलिए आपको अनुमान सही नहीं है।

दूसरी बात यह है कि इन बातों में आप अपनी बातों को छिपाना चाहते हैं। अपनी बात यह है कि राष्ट्रीय क्षेत्र में कोयला उद्योग में और इन्फ्रास्ट्रक्चर में उद्योग में भयंकर अप्रत्याचार फैला हुआ है। उस मिनटमिने में आपने कुछ कदम उठाये हैं लेकिन आपको पूरी सफलता नहीं मिल रही है। इसलिए मैं चाहूँगा कि इन में अप्रत्याचार को दूर करने के लिए काम नहीं रुके। इन उद्योगों में मैनजिरीयल क्षेत्र में कुछ ऐसे लोग भी हैं—जिनका कि हम लोग रोज देखते हैं—जो यह चाहते हैं कि राष्ट्रीय क्षेत्र की बदनामी हो जिसमें कि प्राइवेट सेक्टर को बल मिले। अगर राष्ट्रीय क्षेत्र में मुनाफा नहीं होता है तो हमें इसमें प्राइवेट सेक्टर को बल मिलना है। दुर्गापुर और राउरकेला की धमन राष्ट्रीय रोग ग्रस्त है और महीनों दूर रहती हैं। इसी प्रकार बोकारो की हालत है। यहाँ पर कार्यक्षमता का अभाव है और मिसमनेजमेंट है। जब ये कांटे-

नाइयां होंगी तो दाम बढ़ेंगे। बोकारो में करप्शन बढ़ रहा है। वहाँ पर कन्वेयर बेल्ट रेड्यूज गेट पर बेचा जा रहा था, लोगों को अरेस्ट किया गया है। इस तरह से इन परिस्थितियों में दाम बढ़ेंगे। कोल इंडिया में भी मिसमनेजमेंट के कारण 92 करोड़ रुपये बड़े-बड़े उद्योग पतियों के यहाँ बकाया है। जून, 80 तक वसूल नहीं किया गया है। इन सब कारणों से दाम बढ़ाए गए हैं। कास्ट प्रोडक्शन ज्यादा बढ़ा दी गई है, जिससे दाम बढ़ाए जा सकें। इस तरह से दाम बढ़ाकर ये अपनी नाकाम-यावतियों पर पर्दा डालना चाहते हैं। कास्ट प्रोडक्शन बढ़ने में देश में मुद्रास्फीति बढ़ेगी, मुद्रास्फीति की प्रवृत्तियों को बल मिलेगा, महंगाई की प्रवृत्तियों को बल मिलेगा, अप्रत्याचार की प्रवृत्तियों को बल मिलेगा, इसलिए इस कदम पर पुनर्विचार किया जाए। इस तरह की योजना बनाई जाए जिससे इन क्षेत्रों में पूरी क्षमता से काम हो सके इस बारे में श्री के० सी० खन्ना, चेयरमैन ने कहा है :—

“This steep decline was indicative of near collapse of infrastructural support to steel plant.”

इसमें स्पष्ट है कि स्थिति कितनी भयावह है। मेरा पहला प्रश्न यह है कि किसानों के खेतों के मॉजार एवं घरेलू इस्तेमाल में आने वाले लोह पदार्थों की कीमत में रियायत की व्यवस्था की गई है? जैसे ट्रैक्टर है, डीजल है, इन सब के दाम बढ़ेंगे और किसानों को इससे नुकसान होने वाला है। इसलिए क्या आप किसानों के काम में आने वाले मॉजारों को बनाने के लिए रियायती दर पर स्टील मुहैया कराने की व्यवस्था करने जा रहे हैं? इसी प्रकार लघु उद्योगों को इस बढ़ती कीमत से बचाने की कौन सी योजना आपके पास है। कोयला उद्योग में प्राइवेट माइनिंग और टेका प्रथा का खत्म करने जा रहे हैं। इसी प्रकार पिछड़े इलाकों में जहाँ पर उद्योग

[श्री: कमला निरमधुकर ]

नहीं है, खासकर उत्तरी बिहार का इलाका, वहां कोई उद्योग नहीं है, वहां के लिए आपको क्या योजना है। जब दाम बढ़ जाएंगे तो छंटे-छंटे उद्योग लगाने वाले कैसे उद्योग लगाएंगे? उनके लिए आपने क्या सोचा है?

मैं एक वान और कहना चाहता हूँ और वह वर्कर्स पार्टिसिपेशन इन मैनेजमेंट के बारे में है। वर्कर्स पार्टिसिपेशन इन मैनेजमेंट का सिद्धान्त खटाई में पड़ा हुआ है। अगर इसको अमल में लाया जाता तो मजदूरों को प्रेरणा मिल सकती थी और उत्पादन को बढ़ाने के काम में वे मदद कर सकते थे। मैं जानना चाहता हूँ कि इस दिशा में आपकीन से कदम उठाने जा रहे हैं ताकि मजदूर वर्ग प्रबन्ध में भागीदार बन सके, प्रबन्ध में सक्रिय भाग ले सके और वह समझ चुके कि उत्पादन बढ़ाने में उसका अपना हिस्सा है? यह जो प्रेरणादायक कदम है इस दिशा में मैं जानना चाहता हूँ कि आप कीन से पग उठाने जा रहे हैं?

मैं यह भी जानना चाहता हूँ कि दाम बढ़ने से टाटा जैसे लोगों का मुनाफा कितना बढ़ने जा रहा है? क्या दाम बढ़ाने में आप इन लोगों का मुनाफा ही बढ़ाने नहीं जा रहे हैं, क्या उनकी सेवा के लिए ही ये दाम नहीं बढ़ाए जा रहे हैं या सचमुच में आप यह समझते हैं कि दाम बढ़ाने से उत्पादन को बढ़ावा मिल सकता है?

SHRI PRANAB MUKHERJEE:

The hon. Member has covered quite a large area—from the theory of pricing to workers' participation in management; and asked whether this particular decision was taken, keeping an eye on enhancing the profitability of Tatas.

The hon. Member is well aware of

the fact that so far as the steel sector is concerned, it is more than 80 per cent in the public sector. Out of a total of 11.5 million tonnes capacity, Tatas have an ingot capacity of 2 million tonnes; and 9.5 million tonnes are under the Government. I have explained in the main statement, and that is why it is a little lengthy, the compelling reasons for enhancing the prices. Two points we shall have to take into account: whether we should have a mechanism through which, if the public sector units incur loss, we should make up the loss by providing budgetary support; and to provide budgetary support, whether we should resort to taxation or deficit financing. In either manner, you cannot avoid inflation. If your point is that by enhancing the prices you are contributing to inflation, even by providing subsidies either through heavy doses of taxation or by resorting to deficit financing, you cannot avoid that.

The second point is, whether by better management, by efficient use by economization we could have reduced the cost of production, and in that manner we could avoid the price hike. When the cost of inputs goes up, merely by better management or efficiency in the use of raw materials or improving the functioning, you cannot improve the economy of the unit concerned. To some extent, you can improve the functioning. If there be greater profit, the overhead costs will be less. Naturally it will have some effect. But if the cost of an essential raw material goes up, the more you produce, naturally, you will have to incur more losses. As far as steel sector is concerned, the hon. Member is well aware that we have serious constraints on the infrastructural side, as a result of which upto September the level of production was extremely low. In fact, upto September, our monthly average production was barely 319,000 tonnes. But whenever the power position

starts improving. I am happy to inform the hon. Member it is clearly reflected in the production of steel; i.e., from 319,000 tonnes it has gone upto 362,000 tonnes. And, in fact, from April to January, the total production has been a little more, as compared to the corresponding period of last year. That means: if the rate of production is the same as it was upto November, production would be much less. But we have reversed the process, and it would be possible for us to produce a little more, so far as finished steel is concerned.

So far as pig iron is concerned the hon. Member would appreciate that last year's total production was roughly about 900,000 tonnes and this year, we are expecting that with the present trend of production, it would be about 1.3 million tonnes. But still we are not happy, because the capacity utilization in the integrated steel plant is far below the satisfactory level.

Secondly, it may be asked: "You are trying to create resources by enhancing the prices. What is the guarantee that you will be able to do it, as you did when the earlier scheme was there." And when the scheme was introduced, the idea was to have a development fund to generate internal resources. Actually, 15 per cent price hike was there. It was roughly about Rs. 400 per ton. According to BICP study, the cost upto September had risen by Rs. 393. Therefore, this is a question of the general management of the economy. One individual sector cannot just answer it. The Government as a whole will have to take a view and we are trying to control the economy. To what extent we attain success there will also get reflected in the steel sector as well as in the coal sector.

But, so far as the present arrangement is concerned, I have made it quite clear to the individual plant Managers that I am not going to subsidise their inefficiency. While

reimbursing towards cost escalation, we shall take into account wherever there is a reasonable rise in the cost of essential inputs. But if because of their inefficiency, there is less production and poor profitability, they will have to account for it. The hon. member has mentioned that it is mainly due to the inefficiency of the management. It is not so. It would not be correct to come to a conclusion that public sector Managers are by and large inefficient. On the other hand, by and large, they are efficient. We have developed a culture over the period of years where there are a large number of people who could have got better salary and amenities anywhere else. You will be surprised to know that every day I get 3-4 letters of resignation from various public sector undertakings. They are getting assignments in different parts of the world. Two or three people from the steel industry left their jobs and have gone outside. They are recognised as experts over there. Therefore, such type of blanket allegation that by and large the public sector Managers are inefficient or corrupt would not be correct; and it would not help them. There may be one or two black sheep. It would be our effort to identify them and to take necessary action against them.

The hon. member has raised a question whether we can ensure that we will provide steel material to the farmers or to the common users or to the small scale industry at concessional rates. I am afraid, at this juncture, it will not be possible to say anything about it. What I am trying to do is to provide the necessary material to meet their demand to their entire satisfaction, and our efforts are to bridge the gap between the demand and the supply. If we can maintain that and if the normal market forces can be allowed to operate, and if there is not a big gap between the demand and supply, I hope it would be possible for us to take care of it. The second point which the hon. member

should take into account is that it is not a fact that when we fix a price at a particular level, the consumers are getting it at that price; it is not so. Take the case of bars and rods. Thirty two-thirty three per cent of bars and rods are being produced by the integrated steel plants. They are the main producers. The secondary producers are producing nearly 62-66 per cent of them. Therefore, they are selling them at the market price. Steel produced at the mini steel plants is sold at the market price. Therefore, JPC price has not that much relevance there. Actually, when the consumers are purchasing it from the market, they are getting it at a higher price. If the hon. member is interested, I can quote the figures which prevail at the market and tell him the difference between the JPC price and the normal market price. Therefore, it would not be possible to give them at concessional rates. But we are trying to streamline the procedure of distribution so that we can meet their demand to a considerable extent and we can augment production.

**SHRI HARIKESH BAHADUR (Gorakhpur):** This rise in the price of steel, pig iron and coal is definitely going to affect the common man and the industry both, especially the small scale industry will be affected more. The hon. Minister has stated in his reply like this: "The compelling reason for the recent increase in iron and steel prices is the need to generate resources for the development of the steel industry." In my opinion, it is a ridiculous reply. What is the difficulty in getting loan from the World Bank and either international agencies for expansion and development of the steel industry and other things of the coal industry. The problem is that the credibility of the Government of India has got eroded completely after that, corruption which has taken place in deciding the consultancy contract regarding Thalvaishet and Hajira projects in Bombay and Gujarat. That may be one reason that is why

when the Government of India asks for loan that loan may not be given by the World Bank or other international agencies.

**AN HON. MEMBER:** There is no relevance.

**SHRI HARIKESH BAHADUR:** It has got relevance because, for the development of steel industry you want funds and for that particular purpose you can ask for a loan from the World Bank, or from other international agencies. It may not be possible for them to give that loan because you are not taking your decisions properly. (Interruptions)

**MR. DEPUTY-SPEAKER:** You yourself laugh at your speech! (Interruptions).

**AN HON. MEMBER:** Now you have started laughing.

**SHRI HARIKESH BAHADUR:** In fact, they are laughing, because they are understanding what I am saying. The point is, there is already black marketing in steel, coal and pig iron. Let the hon. Minister tell us what steps Government proposes to take to stop this black marketing. Pig iron is not available now for foundry and forging purposes. Pig iron has been given for manufacturing railway sleepers. But that quota is not being properly utilised and the sleepers are being manufactured by using scrap steel and the quota is being bungled. All these things are happening in Calcutta itself from where the hon. Minister comes. Therefore, I would like to know from the hon. Minister what steps are being proposed by the Government to stop this black marketing in pig iron so that it may be available to genuine consumers and at the same time I would like to ask one question, that is, whether Government will be proposing a dual price policy one for domestic purposes and another for industrial purposes. The prices of coal and steel should be different. They should not be the same. Also, at the same time, there must be some kind of difference in the prices of steel, pig iron and coal for backward areas and developed areas.

I would like to mention only one point about the coal industry. When the coal industry was nationalised, it



was hoped that after nationalisation both production and efficiency would increase. But what happened? The assets of Coal India were about Rs. 1,700 crores. During the last four years there have been losses to the tune of more than Rs. 700 crores in the Coal India. This is the situation in the coal industry. I would like to know from the hon. Minister whether he would try to institute a Parliamentary Committee to look into the bunglings which are taking place in the coal industry. (Interruptions).

AN. HON. MEMBER: This is very correct.

SHRI HARIKESH BAHADUR: And this is a very specific thing. Therefore, I would like to get a categorical reply from the hon. Minister.

SHRI PRANAB MUKHERJEE: I am afraid, the concept of the hon. Member about obtaining the World Bank loan is wrong and perhaps none of his colleagues sitting on that side would agree with it. The hon. Member is well aware that we take into account the foreign assistance or aid from various agencies including the World Bank and the total availability of aid and we make our planning accordingly. I do not agree with the hon. Member that India's credibility has gone down. The credibility of a country does not depend on the fact whether you strictly adhere to a contract or not, credibility does not mean that you just go by the dotted line dictated by somebody, credibility depends on the economic power of that country and we have that economic power and we have that political stability. A country which can produce 25 million tonnes of steel, 120 million tonnes of coal or 25 million tonnes of cement can attain this credibility. Therefore, I do not think that India has lost credibility because they did not agree with the World Bank about a loan. This is absolutely preposterous and I can inform the hon. Member that for an aluminium project in Orissa when we wanted assistance, not only World Bank but 40 banks have participated in it. Therefore, that point is not at all relevant. The point is

we shall have to take into account the total impact and what would be the debt charges and what would be the servicing charges. Whether it is commensurate to generate internal resources or to get it substituted by loan or aid from abroad. I hope the hon. member is well aware of this elementary thing. Therefore, in order to generate internal resources the point I posed before comes in, i.e. either we have to provide budgetary support or we shall have to get it by the mechanism of the prices and this is the administered price. So far as blackmarketing is concerned, if there is controlled price then the question of blackmarketing comes. It is not controlled price; it is the administered price. There too, the secondary producers do not come within its purview. Therefore, there is no blackmarketing because there is no statutory control over the price. If there is statutory control, then violation of that control does come in. We have not changed any decision. This decision was taken by the earlier Government in NDC meeting that we should distribute raw materials, particularly iron and steel, through small-scale industries corporations of the various State Governments. I do feel this is a rational decision and we should adhere to it because they would be in a better position to know who would be the ultimate consumer. The problem came mainly because of the fact that there was a gap between demand and supply. So, we decided that unless we can improve the supply position, it would not be possible for us to meet the demand fully. So, we are trying to do that and I hope so far as pig iron is concerned, we will be able to overcome the crisis. Last year while the total demand was roughly about 1.5 million tonnes, production was just 9 lakh tonnes. There was a gap of 6 lakh tonnes. This year we are trying to reach a production of 1.3 to 1.4 million tonnes, so that the gap could be narrowed. But in the case of saleable steel material, still there will be a shortage of supply because production will be more or less at the same level as last year.

In regard to the coal pricing policy, my reaction to that suggestion is that



[Shri Pranab Mukherjee]

we cannot do it. The hon. Member referred to the production position. Before nationalisation production of coal was 77 million tonnes. In 1979-80, coal production was 104 million tonnes. This year we are expecting 113 million tonnes. The hon. member is well aware of the conditions under which coal-miners had to work. It has considerably changed after nationalisation and that is also a net gain to the economy and even to productivity.

SHRI HARIKESH BAHADUR: I asked about constituting a parliamentary committee.

SHRI PRANAB MUKHERJEE: I do not entertain your suggestion.

MR. DEPUTY-SPEAKER: You could have left it as it was!

श्री राम बिलाम पामबान (हाजीपुर) :  
उपाध्यक्ष महोदय, मंत्री महोदय ने दोनों सदनो में बहुत विस्तारपूर्वक प्रश्नों का जवाब दिया है लेकिन इस के बावजूद भी समस्या का निदान नहीं हो रहा है और प्राइममंज बराबर बढ़ रही है। उस के जो मुख्य कारण हैं मैं समझता हूँ मंत्री महोदय उस में ऐश्री करेंगे कि जो उन की तीन पानिमीज है, एक जो उन को मनेजमेंट पानिमी है, दूसरी जो डिस्ट्रीब्यूशन पानिमी है और तीसरी प्राइम पानिमी है, ये तीनों नोनियां खामियां और वृद्धियों में भरी हुई है। नतीजा यह हो रहा है कि वह जितना ही दवा करने की कोशिश करते हैं मंज उतना ही बढ़ता जा रहा है।

देश की जनता के मामले जो उन्होंने वादा किया है वह अच्छी तरह से उनकी याद होगा। उन्होंने कहा था कि न सिर्फ वह मूल्य वृद्धि को रोकेंगे बल्कि जो मूल्य वृद्धि हुई है, उस को भी कम करने की कोशिश करेंगे। लेकिन वह बताए किम क्षेत्र में उन्होंने कम किया है? दूसरे खतों को छोड़ दीजिए यह तो आप का अपना

क्षेत्र है, इसके बारे में आप को अच्छी तरह से मासूम है। आज यह हो रहा है कि बजट के पहले ही सारी चीजों के दाम बढ़ाओ। मैं समझता था कि वाणिज्य मंत्री, श्री मुखर्जी, बहुत तेज हैं और वह इस वृद्धि को बजट के लिए छोड़ देंगे। लेकिन उन्होंने पहले ही इस काम को निपटा दिया— पहले ही दामों को बढ़ा दिया, ताकि जब बजट आये, तो लोग इस बात पर तालियां बजाये कि घाम जनता पर अधिक भार नहीं पड़ा है। उन्होंने स्टील का दाम 20 परसेंट, कोयले का दाम लगभग 20 रुपये पर-टन और कच्चे लोहे का दाम 400 रुपये पर-टन बढ़ा दिया है।

बिहार में हमारे बगल में टाटा कंपनी है। रेल मंत्री यहां नहीं हैं। श्री शशी खान चौधरी बैठे हुए हैं। घाखिर सरकार का मनेजमेंट का मिस्टम क्या है? सारी ना एण्ड आर्डर की प्राबलम सरकार के लिए ही है। सरकार ने परसों एक प्रश्न के जवाब में बनाया है कि टाटा की सम्पत्ति 641 करोड़ रुपये में बढ़ कर 1102 करोड़ रुपये हो गई है। टाटा कंपनी उसी बिहार में काम कर रही है। उसके सामने कोई प्राबलम नहीं है। सब प्राबलम मिर्क सरकार के लिए ही है। रेलों को कोयला नहीं मिलता है, जब कि ब्लैक में सब जगह कोयला मिल रहा है। सरकारी कंपनियों को स्टील ही मिलता है, जबकि स्टील की खूब ब्लैक हो रही है।

सरकार रोज़ किमान को दुहाई देती है, लेकिन कुदान, सुरंगों और खेती के घन्य घोड़ारों के दाम बढ़ते जा रहे हैं। सरकारी भऊमर रिटायर होने के तुरन्त बाद प्राइवेट फ़ैक्टरीयों में लग जाते हैं। इनकम टैक्स को चोगे कैम की जाती है, ऐसी सब बातों का उन्हें पता होता है।

सरकार ने दो प्राइममंज रखी हुई हैं : कण्ट्रोल प्राइम और घोपन मार्केट प्राइस। न दोनों में इतना घन्तर है कि उसका कोई

हिसाब नहीं है। फिर कहा जाता है कि कर्पूरीन प्राइम रखने का कोई महत्व नहीं है, इससे प्राईवेट फ़ैक्टरियां चलाने वाले लोगों को बहुत फ़ायदा होता है।

जहां तक मैनेजमेंट का सम्बन्ध है, मत्र जगह एक ही तरीका अपनाया हुआ है कि आई सी एम कम्पनों को भरने जाओ। क्या सरकार यह भी देखने की कोशिश करती है कि उस व्यक्ति को मैनेजमेंट का भी कोई ज्ञान है या नहीं। ठीक मैनेजमेंट न होने से घाटा होगा। घाटा होने से सरकार दाम बढ़ाएगी। दाम बढ़ने से आप लोगों की बहुत हानि होगी है जब कि प्राईवेट फ़ैक्टरियां को फ़ायदा होता है।

कोयले के क्षेत्र में बहुत बग़लियाँ और दादागिरी हो रही है, बहुत मात्रा में इल्नी-गल मारिनिंग हो रहा है। इस प्रस्ताव में कोयले लौहे और स्टील, इन तीनों को मिला दिया गया है। मंत्री महोदय बैठे हुए हैं। थोड़ा जवाब उनमें भी दिलवाये कि कोयले के सम्बन्ध में क्या घोटाला हो रहा है।

मंत्री महोदय ने कहा है कि छोटे-छोटे उद्योग-धंधों को भी आपूर्ति की जाती है। लेकिन उनका क्वोटा कितना है?—  
विन्कून जगन्ध है। जब तक सरकार प्मान स्केन इंडस्ट्रीज को अधिक से अधिक बढ़ावा नहीं देगी। जब तक वह इस समस्या का निदान नहीं कर सकती है।

मंत्री महोदय ने यह नहीं बताया है कि दाम बढ़ाने में एक्सपोर्ट पारिमी पर कोई प्रभार पड़ा है या नहीं। मैं उनमें कहूंगा कि वह केंद्र अधिकारियों द्वारा दिये गये नोट का लक्ष्य पर ही जबाब न दे दे, बल्कि वह यह भी देखे कि मैनेजमेंट में कोई क्षामी है या नहीं। आज कोयले का ब्लैक मार्केटिंग हो रहा है। आम लोगों को कोयला नहीं मिलता है। हमारे बग़ल में जो

वाशरमैन है, उसको कोयला नहीं मिल रहा है। गांवों के लोगों को जनाने के लिए कोयला नहीं मिलता है। दूसरी तरफ़ ब्लैक में चाहे जितना कोयला ले लीजिए। करोड़पंथी बढ़ती जा रही है और सरकार आप लोगों को कठिनाइयों को महसूस नहीं करती है।

मैं मंत्री महोदय से जानना चाहता हूँ कि मैनेजमेंट, डिस्ट्रिब्यूशन और प्राइम के बारे में सरकार क्या करने जा रही है, दामों में वृद्धि का एक्सपोर्ट पारिमी पर क्या प्रभार पड़ा है, कर्पूरीन प्राइम और घोषण मार्केट प्राइम के अन्तर को कम करने के लिए क्या कदम उठाये जा रहे हैं और स्माल-स्केल इंडस्ट्रीज को अधिक से अधिक क्वोटा देने के लिए सरकार क्या करने जा रही है।

**SHRI PRANAB MUKHERJEE:**  
Sir, nobody on the Government side have claimed that our management or all the policies that we have followed are fool-proof and there is no hole anywhere. If there is any hole, we always try to plug it. Therefore, this is a continuous exercise.

As the hon. Members sitting opposite know, what I have done is exactly what Shri Biju Patnaik did a couple of years ago; I have done nothing more, nothing less. The only difference is, he did it 15 per cent and I have done it 20 per cent. The scheme is the same.

I do agree with the hon. Member that there is scope for improvement of production. But there, perhaps, he has accused us on the wrong side. It is not true that we are managing the public sector undertakings through IAS officers. It might have been true 10 or 15 years ago, but not today. Now you will not find in any steel plant or in the coal sector any IAS officer as Managing Director or General Manager. We have deve-

(Shri Pranab Mukherjee)

veloped expertise in that field. Some of our experts are really efficient and they deserve congratulations, because they are functioning very well in a very difficult situation. I can tell the hon. Member that when some Russian experts came and saw some of the steel plants here, they were surprised at the way we reduced the coke oven pushing from 20 per cent, the way we have kept one or two blast furnaces inoperative, the various methods we had to resort to the way we have faced various technical crises. Because, our situation is not quite comfortable. Our working condition is not easy. There are constraints and no Government is in a position to remove the constraints immediately. There will be some problems and we shall have to tackle the problems. Therefore, when I say that there is a problem, it does not mean that we are not aware of it or we are not trying to solve it.

In regard to pricing, I have already repeated twice that my option was either to allow the steel plants to undergo losses and then provide budgetary support or to enhance the prices. I found that there is a disparity, because in what was produced by the mini-steel plants or re-rollers, particularly in regard to bars and rods, the normal market laws of pricing were operating and only limited purchasers who were getting directly from the stock yards were getting this advantage.

In regard to the distribution system, if the hon. Member has any suggestions as to how I can improve it, I am prepared to examine them. I will do that. But let him give me suggestions as to the manner in which we can do it.

श्री राम विलास पासवान : मैं आपको बताना हूँ, क्या आप को जानकारी है कि 3 करोड़ 80 मेनेकर 5 करोड़ 80 तक आप के स्टोन में इन्क्रिस होनी है, प्रति गेज ?

क्या आपको इसकी जानकारी है या नहीं ?  
यदि हाँ, तो आपको सरकार क्या करने जा रही है ?

SHRI PRANAB MUKHERJEE: I have already explained to him that the major constraint is the big gap between demand and supply. Unless we can bridge that, no amount of mechanism, no amount of enforcing machinery, is going to stop it. The answer lies in producing more and bridging the gap between demand and supply.

A question was asked whether this is going to affect exports. It is going to affect exports, because in quite a number of commodities the international prices are lower than those of the Indian prices. That is why I have decided, in consultation with the officers concerned, that we will provide the material to the exporters, against their genuine export contracts, at international prices so that they can compete with other producers.

श्री राम विलास पासवान : मंत्री महोदय  
ने कोल के बारे में नहीं बताया ।

MR. DEPUTY-SPEAKER: Both of you have done very well.

SHRI RAM VILAS PASWAN: What about coal?

SHRI PRANAB MUKHERJEE: He has not put any question on coal.

SHRI G. M. BANATWALLA (Ponnani): Sir, I fully realise the difficult position of the hon. Minister and the compelling reasons for the hike in the prices of both steel and coal. This hike was not totally unexpected. In all fairness, everybody must concede that there have been considerable escalations in costs. It must also be conceded, in all fairness, that uneconomic prices will be detrimental to the interests of the consumers themselves in the long run. So, I do

not want to dispute these things. There are only a few points that I would like the hon. Minister to elucidate so that his action is better appreciated throughout the length and breadth of the country.

Sir, take the question of steel. We are told that the main objective of the 20 per cent increase in steel prices is the need to generate resources for the development of steel industry. So, as I understand, the objective is not merely to provide for the cost of production and the escalation of the cost of production, but a step further, namely, to generate internal resources for the expansion and the development of the steel industry. This raises the whole question of the pricing policy in the public sector as distinguished from the pricing policy in the private sector. Are we now to understand that apart from the fact that the prices are to be increased in order to cover the escalations in the cost, it is also now the policy to increase the burden even in the case of such major industries like coal and steel which is used in almost all the major industries so that they should provide considerably for their expansion? Here, another point also requires to be elucidated by the hon. Minister and that is that our annual Plan envisages that Rs. 302.50 crores of the outlay would have to be met from internal resources. The price hike is to the extent of 20 per cent. The expectation is that the steel industry should provide Rs. 302 crores per annum, and as a result of 20 per cent increase in the steel prices, the amount that would be generated would be Rs. 400 crores. In other words, it is Rs. 100 crores more than even the target envisaged by the planning process. I would hope that the hon. Minister would elucidate and enlighten us on that particular issue.

**SHRI SATISH AGARWAL** (Jaipur): This is the present rate, and in future it would be much more.

**SHRI G. M. BANATWALA:** One must also take exception to the timing of the price hike especially in view of the fact that coal and steel are amongst the most widely used materials and would therefore, further reinforce the inflationary pressures. Instead, attention ought to have been paid to, I repeat, greater improvement in management.

Here, we see the figures, and I will not take much time. We find that while the Central Coalfields Ltd, had wiped out all losses and started showing profits, the Eastern Coalfields Limited is still showing mounting losses. In the case of SAIL, there was a profit of Rs. 44 crores in 1978-79. Last year, a loss of Rs. 8 crores was shown and this year a loss of Rs. 100 crores is expected. Is it the contention of the Government that this entire situation, viz. one of profit in 1978-79 coming to Rs. 100 crores loss expected this year, is all because of price escalation? Therefore, I insist that there is considerable scope for improvement of the management which I say without trying to be harsh upon the management. I would, therefore, like the Government to explain to us the justification for the present rate of increase. In the case of steel, the increase is 20 per cent, the biggest stroke that we have ever had in the hike of steel prices.

In the case of coal it is much more than that. So, I would like to know whether any study was made and if so, what is the relation between the present price which is fixed and the cost of production? What is the justification for this rate of increase?

**SHRI PRANAB MUKHERJEE:** I am grateful to the hon. Member Shri Banatwala. At least he has appreciated my difficulties.

**MR. DEPUTY-SPEAKER:** Shri Ghani Khan Chaudhuri, you only look like a Steel Minister.

**SHRI PRANAB MUKHERJEE:** I entirely depend for steel on him—both for power and coal.



[Shri PranaB Mukherjee]

What I wanted to point out is this. I would start from the last question—why was it 20 per cent? Could it have been less? Only one point I would like to submit for the consideration of the hon. Member. In fact, I mentioned that in reply to a query of Shri Madhukar about the price hike of 15 per cent which was done last year. It was roughly Rs. 400 per tonne. According to the Bureau of Industrial Cost and Prices, the increase in cost of input upto September is Rs. 393/-. Therefore, you will understand that it has practically squared up. No money is left in the kitty.

With this present rise of the price of coal, in the steel sector alone, the additional cost of coal would be Rs. 100/-per tonne. Therefore, even if you pay Rs. 600 which I am calculating per tonne, now Rs. 100 will be on coal alone. I am not taking September cost into account. It is what has been announced from 14th February right now. Therefore, taking into account those factors it would be possible for us to meet present and future escalation and to have sufficient resources for modernisation and for expansion and for development. You have raised the question—your requirement is Rs. 302 crores why are you taking Rs. 400 crores? Rs. 302 crores is to be supplied from the current year planning. In the next year planning it would be much more and it would not be limited to Rs. 302 crores. If you just cut it so fine, there will be no manoeuvrability left to you. That is the reason why we had to take 20 per cent.

In regard to the timings, I do feel we should have done it earlier.

MR. DEPUTY-SPEAKER: Mr. Mukherjee, Shri Banatwala did not remind you.

SHRI G. M. BANATWALA: It was not my meaning.

SHRI PRANAB MUKHERJEE: The hon. Member has raised the question about profitability—why is it so low

and what are the reasons of such loss in the Eastern coal sector. Apart from other factors, one factor is deep mining. Naturally, overhead cost would be much more and nobody is claiming that the entire loss is because of the cost escalation. A part of the loss is because of under-utilisation of capacity. A part of the loss is because of poor productivity and a part of the loss is because of the cost escalation. Therefore, you cannot identify a single reason as the main cause of loss and which can account for the entire loss.

There are other factors. Of these factors, cost escalation is an important factor. As I mentioned to you, if we could utilise our capacity fully either in the coal sector or in the steel sector naturally the overhead cost would have been less and it would have been possible to reduce the loss to some extent.

15.00 hrs.

But if you say, simply by utilising the capacities to the fullest extent and by better management you will be able to wipe out the entire loss, you are wrong there. A part of it is because of the escalation of the cost of inputs and there you cannot do away by any improvement of utilisation capacities or any improvement in the management of the plant.

15.01 hrs.

#### BUSSINESS ADVISORY COMMITTEE TWELFTH REPORT

THE MINISTER OF STATE IN THE  
MINISTRY OF HOME AFFAIRS AND  
DEPARTMENT OF PARLIAMENTARY  
AFFAIRS (SHRI P. VENKATASUB-  
BAIAH): Sir, I beg to move:

“That this House do agree with the Twelfth Report of the Business Advisory Committee presented to the House on the 25th February, 1981.”

MR. DEPUTY SPEAKER: Mr. George Fernandes, are you moving the amendment?

SHRI GEORGE FERNANDES (Muzaffarpur): I have submitted an amendment.



This amendment is necessitated because, unfortunately all our efforts to bring about a discussion on Gujarat, also to have the Manipur question raised here and the settlement of the public sector employees' strike so far have been nullified by the negative attitude of the Government. So, I am moving the amendment:

That in the Motion—

Add at the end.

“That the Report be referred to the Committee to consider the situation in Gujarat, in Manipur and also the strike by the public sector employees.”

**SHRI P. VENKATASUBBAIAH:** Sir, you were also present in the Business Advisory Committee. It was agreed that so far as the discussion on Gujarat is concerned, it has been agreed by the Speaker that a day will be fixed and the discussion on Gujarat will take place. That was the consensus arrived at in the Business Advisory Committee. Other members also were there. The Government will suggest a date on which the Speaker will fix the debate.

**SHRI GEORGE FERNANDES:** That should have been conveyed in the Report. Since it was not conveyed, I thought of mentioning it.

**MR. DEPUTY SPEAKER:** Therefore, you are not pressing the amendment.

**SHRI GEORGE FERNANDES:** If there is going to be a discussion on Gujarat, that is fair enough.

Then, there is the question of Manipur. In Manipur, there is a motion of No-Confidence....

**SHRI P. VENKATASUBBAIAH:** I would like to enlighten....

**SHRI GEORGE FERNANDES:** The Minister should hear me first and then give a reply. How does he know what I am going to say?

My point is that in Manipur, the Congress (I) Government is in a minority. There was a motion of No-Confidence moved. The members from the Congress (I) Party stood up for the No-Confidence motion. In the House of 59 members, 31 stood up against the Government. So, the Government is in a clear minority. In the first place, the motion has not been taken up for discussion. Now, the Chief Minister has been making very brave statements that he will now see how to get a majority. In other words, money value is once again being fixed for the loyalty to the party.

**SHRI P. VENKATASUBBAIAH:** No, no, it is an insinuation.

**SHRI GEORGE FERNANDES:** The north-eastern part of India is a very sensitive area. In Manipur, we have a kind of insurgency that prevails. The army is very much present there. In such circumstances, I want the Government to make it very clear to the House firstly, that they will not do anything by which 31 members who stood against the Government would not become 29 and, once again, money value for loyalty will not be fixed; and secondly, that a non-Congress (I) Government will be allowed to be set up in Manipur if that is the will of the majority of the legislators.

The third point that I have made and that is equally important pertains to the strike by the public sector employees. We are now in the third month of the strike. About 130,000 public sector employees are on strike. The total loss in production this year is Rs. 135 crores. The wages and salaries loss to the employees is to the tune of Rs. 35 crores. The Government is adopting a high and mighty attitude. They are not prepared to talk to the unions. They call them over here. They deal with them like that they are dealing with just dirt. In the meanwhile, the situation in Bangalore, in Hyderabad and elsewhere where these public sector employees are concerned continues to get aggravated.

[Shri George Fernandes]

I have also noticed that there have been insinuations obviously inspired by people in Government that one of the reasons why it is not being settled is because one of the leaders happens to be my brother. Is it the fault of my brother that he is one of the leaders or is it my fault that I am his brother? I would like the Government to have a full fledged discussion on the Bangalore strike situation in this House. I do not think you can afford to neglect this question in the manner in which you have been trying to do. This will create situations. You know that there is a notice which all the Central Trade Unions have given for tomorrow, the 27th. There is going to be a Dharna right here in Delhi in which Members of Parliament are going to participate and on the 3rd of next month, there are going to be Dharnas in all the State capitals and on 11th of next month, there is going to be a nationwide strike including the steel, coal and other public sector establishments. Why is the Government creating conditions and situations where it becomes necessary for the workers to escalate the problems that are already there, instead of trying to find a way out. I find that the Government is creating conditions to escalate this conflict and I want the Government, therefore, to agree to a full-fledged discussion on this issue and that is why I have submitted this amendment.

**SHRI P. VENKATASUBBAIAH:** About the strike in the public sector undertakings, of course, both Mr. Fernandes and others are distinguished trade union leaders and we do not make any insinuation here. They are there by their own right. Nobody is to insinuate them.

In the Business Advisory Committee also, when this question of 184 and 193 of the nature of the subject to be discussed, the convention is that after the Finance Bill is over, this matter will be taken up. That is what the Speaker gave the ruling in the

First Business Advisory Committee and, again, when Hon. Members wanted that at least some matters of public importance should be discussed even during this budget discussion, then, Speaker has agreed to allow one such discussion to take place and that is the one which I have just now submitted with regard to the situation in Gujarat. About the discussion to be allowed in this House, as suggested by Shri Fernandes, I will only say that as far as the consensus at the Business Advisory Committee is concerned, that one matter of very great importance has been allowed.

**SHRI GEORGE FERNANDES:** 40 minutes we fought for it.

**SHRI P. VENKATASUBBAIAH:** As regard Manipur, it is not relevant so far as Parliament is concerned. It is for the State Government of Manipur and the Governor and the Members of the Legislature to act in whatever manner they deem fit in a democratic process.

**MR. DEPUTY-SPEAKER:** Mr. George Fernandes, are you pressing for it? The point is that under 184 and 193, we discussed it in the Business Advisory Committee. Mr. Paswan was present.

**SHRI GEORGE FERNANDES:** When:

**MR. DEPUTY-SPEAKER:** Under 184 and 193.

**SHRI P. VENKATASUBBAIAH:** Only one resolution has been agreed upon to be discussed in the House during the Budget discussion and the discussion on the Finance Bill. Accordingly, the Speaker has selected this Gujarat situation to be discussed. Nothing has been decided and we have said and all our friends have agreed during this budget discussion and the Finance Bill, nothing can be discussed under 184 and 193. After that is over, then, it is for the Speaker's discretion to take up this matter.

**SHRI GEORGE FERNANDES:** The workers must continue to strike till the Finance Bill is discussed in the middle of April!

MR. DEPUTY-SPEAKER: I find from the newspapers that negotiations are on.

SHRI P. VENKATASUBBAIAH: Mr. Deputy Speaker, Sir, I further submit that now discussions are taking place under Budget and various things are being discussed under the General Budget. The Hon. Members may discuss many matters.

MR. DEPUTY-SPEAKER: Are you pressing for the amendment?

SHRI GEORGE FERNANDES: My point is whether the Government will give at least an assurance that the negotiations will take place with the unions and that the dispute will be settled. Will the Government at least give that assurance?

MR. DEPUTY-SPEAKER: Do you want to press the amendment?

SHRI GEORGE FERNANDES: I do not want to press an amendment for the pleasure of it. I want an assurance that you will negotiate and settle the dispute with the public sector employees.

SHRI P. VENKATASUBBAIAH: The sentiments of my hon. friend will be conveyed to the concerned Minister.

SHRI GEORGE FERNANDES: I am not pressing my amendment; I would like to withdraw it.

*The Amendment was, by leave, withdrawn.*

MR. DEPUTY-SPEAKER: The question is:

"That this House do agree with the Twelfth Report of the Business Advisory Committee presented to the House on the 25th February, 1981."

*The motion was adopted.*

15.10 hrs.

#### MATTERS UNDER RULE 377

##### (i) NEED TO GEAR UP INTEGRATED RURAL DEVELOPMENT PROGRAMME IN MADHYA PRADESH

श्री मन्त्र नारायण जाटिया (उज्जैन) : एकीकृत ग्राम विकास योजना केन्द्रीय सरकार की एक योजना है जिस को केन्द्र में वित्त प्राप्त होता है और केन्द्र उसके विकास की निरंतर देखभाल करता है। मध्य प्रदेश में इस योजना के अन्तर्गत काम नहीं हो पा रहा है। काम के बढ़ने अनाज कार्यक्रम बन्द है जिस के परिणामस्वरूप ग्रामीण बेरोजगारी, पेशवा व्यवस्था, प्रौढ़ शिक्षा, प्राथमिक शिक्षा ग्रामीण क्षेत्र की सड़के, भूमिहीनों के लिए आवास की व्यवस्था आदि कामों की प्रगति बन्द है और गांवों का योजना-बद्ध विकास प्रबन्ध हो गया है। नए निर्माण काम पर प्रतिबन्ध है। विकास खंड को ग्रामीण विकास के कामों के लिए केवल पचास हजार रुपये का आवंटन प्राप्त है। उज्जैन, रतनम, मन्दसौर जिलों को जहां विकास खंड के अन्तर्गत ग्राम आवादी एक गांव है गांव के प्रति व्यक्ति के विकास के लिए राकम पैसा उपलब्ध है। काम के बढ़ने अनाज के तहत बनाई गई हजारों किलोमीटर मिट्टी की सड़कों को मिट्टी और पत्थर से मजबूत किया जाना है। पेयजन कूप और ग्रामीण स्वास्थ्य भवन, ग्रामीण मंचिबानय, यात्री प्रतीक्षालय आदि कार्यों को पूरा करना है। एकीकृत ग्राम विकास कार्यक्रम के तहत या अन्य किसी केन्द्रीय योजना के अन्तर्गत गांवों का विकास तथा पेयजन प्रबन्ध करना जरूरी है।

अन्य मेरा केन्द्रीय सरकार से अनुरोध है कि वह मध्य प्रदेश में ग्रामोदय के कामों के लिए जिस से गांव के लोगों को रोजगार मिले, आवास की सुविधा उपलब्ध हो, गांव

[ श्री: सह्य नारायण जाटिया ]

की मड़के बनाई जा सकें तथा पेयजन उपलब्ध कराया जा सके, एकीकृत ग्राम विकास योजना को कारगर रूप से लागू करने के लिए पर्याप्त धनराशि उपलब्ध कराए।

(ii) INQUIRY INTO THE ALLEGED SPIRIT SCANDAL INVOLVING KERALA AND TAMIL NADU

\*SHRI V. S. VIJAYARAGHAVAN (Palghat): Sir, I wish to draw the attention of the House to the shocking spirit scandal involving the States of Kerala and Tamil Nadu recently.

During Onam there was an acute shortage of spirit in Kerala. When the excise contractors expressed their inability to procure spirit, Government gave permit to a private party for bringing 10 lakh litres of spirit from Tamil Nadu even though the party had no previous experience in dealing in spirit or arrack.

In November last year the Mannam Sugar Mill in Kerala got only 1,80,000 litres of spirit for conversion into arrack while the distillery in Tamil Nadu had released 2,50,000 litres of spirit during that period. This gave rise to the suspicion that the balance of 70,000 litres was sold in black-market. Subsequently excise officials intercepted trucks containing three lakh litres of spirit at Trichur and impounded them. Thus the scandal came to light

Huge profits are obtained in unauthorised sale of spirit as it fetches Rs. 30 to Rs. 40 per litre while the total cost involved in bringing spirit from distillery in Tamil Nadu to Kerala comes to only Rs. 7 per litre. Even larger profits are obtained after conversion of spirit into arrack. It is not known why the Government gave permit to a private party when they knew all these facts. The State Governments has lost

more than Rs. 25 crores as a result of this deal.

As two States of Kerala and Tamil Nadu are involved in this scandal, I request the Central Government to conduct an enquiry into all aspects of the case with the help of Central investigating agency and bring the culprits to book.

(iii) CONTRACT LABOUR STRIKE IN TISCO

SHRI RAMAVATAR SHASTRI (Patna): Ten thousand contractors' workers of TISCO Jamshedpur, are on strike from February 11, 1981, because the TISCO is refusing to absorb the contractors' workers who are doing work of a perennial nature. Seventy per cent of these workers are tribals.

Under the Contract Labour (Regulation and Abolition) Act, 1970, contract system has to be abolished in respect of all work of a perennial nature.

MR. DEPUTY-SPEAKER: Shastri Ji, your English is excellent.

SHRI RAMAVATAR SHASTRI: The Bihar Government had set up a committee for Jamshedpur in order to implement it in Jamshedpur industries.

On 7-8-79 in a meeting called by the Bihar Government (Labour Department) in which representatives of all employers including TISCO (which was represented by Senior Dy. Director, Personnel) and workers (INTUC, AITUC, etc.) an agreement was reached that all contractors' labour doing perennial work will be absorbed. It was decided that this work will be taken up company to company. This has been done in respect of all companies in Jamshedpur (viz., TELCO, Tinplate, Indian Tube Co.) barring TISCO.

It may be mentioned that about 7,000 of the contractors' labourers of

\*The original speech was delivered in Malayalam.



TISCO are Adivasig and two thousand of these are women.

TISCO has taken the strange plea that it is not bound to regularise the contractors labourers doing perennial work. It claims freedom to employ others. This means throwing out 7,000 tribal workers from work in violation of the Act and the agreement which has been implemented by all other major industries in Jamshedpur.

Brutal lathi charge has been made on the peaceful strikers in which one veteran Trade Union Leader, Shri Kidar Das....

MR. DEPUTY-SPEAKER: It is not here.

SHRI RAMAVATAR SHASTRI : This has been accepted. I talked to the Speaker. This has been accepted.

MR. DEPUTY-SPEAKER: He has given you the permission.

SHRI RAMAVATAR SHASTRI: Yes, Sir. He has given me the permission.

Shri Kidar Das and many others have been badly injured and subsequently. Shri Das has died. I appeal to the Labour Minister immediately to intervene and get the agreement implemented.

MR. DEPUTY-SPEAKER: Whatever, Shri Shastri has given in writing with all the alterations will only go on record Shri Naidu.

(iv) NEED FOR RELIEF MEASURES FOR DROUGHT AFFECTED AREAS IN ANDHRA PRADESH

SHRI P. RAJAGOPAL NAIDU: (Chittoor): The draught in Rayalseema and in other areas in Andhra Pradesh is deepening every day. The water-table is going down day-by-day and it is seen that the bore-wells are also drying out. Unless water is supplied to some of the problem villages it will become very difficult not only for men but also for cattle.

NREP Schemes are not started in Chittoor District and other areas due to some procedural difficulties. It is said that the works selected should be approved by the Committees of Legislatures. They are attending the Assembly and therefore they are not approved and the works are not started. The Rules have to be released so that the works may be taken up as soon as possible.

The quantum of Central assistance given is not sufficient and therefore a second team has to be sent immediately to report to the Central Government regarding the gravity of the situation and the assistance required.

Fodder has to be supplied for cattle and cattle camps have to be opened in forest areas.

The rigs now available go only upto a depth of 100 ft. and it is not sufficient. Therefore, deep-boring rigs have to be sent to that area.

Fair price shops should be opened on a large scale.

Food packets should be supplied to the poor old people and children who are not able to work.

Works have to be started at least, at least one in every village, so as to help the agricultural labour.

(v) REPORTED RACKET INVOLVING SALE OF FREE INDIAN AIRLINES TICKETS.

PROF. MADHU DANDAVATE (Rajapur): Sir, it has been reported that a major racket involving sale of free Indian Airlines tickets obtained on the basis of forged documents has been detected. The authoritative sources have indicated that the loss to the Indian Airlines due to this racket may be about Rs. 1 million.

It is further reported that that in a complaint the Indian Airlines authorities have admitted the existence of a



[Prof. Madhu Dandavate]

big gang behind the racket. The scrutiny of rebate authorisation forms and the tickets issued thereon has revealed that quite a large number of fictitious forms were used to issue staff free-concessional air tickets. The Minister should make a detailed statement in this regard.

15.24 hrs.

STATUTORY RESOLUTION RE:  
NOTIFICATION INCREASING THE  
EXPORT DUTY ON GROUNDNUT  
KERNEL

MR. DEPUTY-SPEAKER: Now, Mr. Barot, on behalf of Shri Sawai Singh Sisodia.....

SHRI N. K. SHEJWALKAR (Gwalior): I rise on a point of order. The Resolution stands in the name of Shri Sawai Singh Sisodia.

MR. DEPUTY-SPEAKER: He has requested in writing.

SHRI N. K. SHEJWALKAR: He cannot give in writing. That is my point of order, Sir, I just noticed that he has given it a few minutes back. The authority is to be given by the Mover. He cannot just get up and say 'I have been authorised by Mr. Sisodia.' That is my first point. Secondly, I have my own doubts. After all, there are rules. Rule 176 is the relevant rule here.

SHRI SOMNATH CHATTERJEE (Jadavpur) : Shall I help him?

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): We will comply with it.

SHRI SOMNATH CHATTERJEE: It cannot have retrospective effect. But you are authorised to give that notice.

SHRI N. K. SHEJWALKAR: How can he? There is no provision in the rules. Otherwise any body can come up here and say like that.

SHRI MAGANBHAI BAROT: I learn from my senior friend. I will do accordingly:

MR. DEPUTY-SPEAKER: The rule you are relying upon is Rule 176.

SHRI N. K. SHEJWALKAR: Yes. I can very well understand what you are going to say. I have studied this rule carefully. It applies to a Member. For Minister, there is no provision. The Minister cannot be covered under this rule.

MR. DEPUTY-SPEAKER: Will you please read the last para?

SHRI N. K. SHEJWALKAR: Yes, I am reading it. It says:—

"If a member other than a Minister when called on is absent, any other member authorised by him in writing in his behalf may, with the permission of the Speaker, move the resolution standing in his name."

Sir, there are at least two requirements: One is, his name must be there on the list. Now, if the Mover is absent, he must seek your permission. If you permit him, then and then only he can move. For the Minister there is no laxity in the rule. He must himself come. He can take some other time, he can have this discussion at a later hour today or he can take it up tomorrow. That is a different matter. But, he must be present here

SHRI MAGANBHAI BAROT: I will bring the submission made to the Minister's notice.

SHRI N. K. SHEJWALKAR: We are bound by the rules. If I stand up and

start saying something, you will ask me: 'Under what rule?'. I am just asking the same thing. They must know it. I ask 'Under what rule?'

**SHRI BAPUSAHEB PARULEKAR** (Ratnagiri): But the main question is, why is he absent ?

**MR. DEPUTY-SPEAKER:** He is in the other House.

**SHRI N. K. SHEJWALKAR.** Sir, I do not say that the Resolution should be thrown out. I never say that. What I wish to submit is that the Mover himself must be present. He can say some other time may be fixed, may be tomorrow or day after tomorrow. I do not mind that.

**MR. DEPUTY-SPEAKER:** The definition of a Minister is given like this.

"A Minister means a Member of the Council of Ministers, a Minister of State, a Deputy-Minister or a Parliamentary Secretary."

**SHRI N. K. SHEJWALKAR:** Sir, here under rule it is specifically mentioned. They say "a Member other than the Minister" The word has some implication. It is not without any meaning. The word 'Minister' is excluded.

**THE MINISTER OF FINANCE** (SHRI R. VENKATARAMAN): May I say something on this. Sir, the rule relates to the case of a Member. That is, if one Member has to move on behalf of another member then the notice must be given in his writing. But when a Minister moves on behalf of another Minister, this rule does not apply and the rules enable one Minister to represent another Minister in the House. That is the rule which will be applicable and not this rule.

**SHRI N. K. SHEJWALKAR:** What is that rule?

**SHRI R. VENKATARAMAN:** According to the Constitution, there is a joint responsibility of the Cabinet and therefore one Minister can represent

another Minister. You are very clever Mr. Shejwalkar. But, unfortunately, not in this.

**SHRI SOMNATH CHATTERJEE:** Sir, the Finance Minister is so busy with thinking of new taxes. He has not given a simpler answer. The position is that it is a question of giving authority in writing by one Member to another, by one Minister to another. The Speaker has to permit that. That is not applicable in the case of Minister. Specifically executive does not mean the Minister. A Minister is never authorised to move it for another Minister. That is also implied in this. This is a special provision for a Member who is not a Minister. Therefore, he need not refer to the Constitution. But other rules are provided for that. Clause 389 provides for that. I am helping the Minister so that he may give more money for West Bengal.

**SHRI R. VENKATARAMAN:** Under Rule 2 it is mentioned like this.

"Finance Minister includes any Minister".

**SHRI N. K. SHEJWALKAR:** Mr. Deputy-Speaker did not say 'Mr. Finance Minister to move the Resolution'. He called Mr. Sawai Singh Sisodia to move the Resolution. You may interpret the rule in any way. I do not want to obstruct the proceedings of the House. I want you to stick to the rule. You do not interpret it in haste. The rules which are there have to be followed and according to the rules we have to conduct the business of the House. All these things are to be done under the inherent powers and if everything is to be done under presumption, then I am afraid it cannot be done even for the moving of the Resolution by a Minister also. The authority is drawn not from the Constitution but from the Customs Tariff Act. Now, if the Minister moves the Resolution, it has to be moved by that Minister in whose name it is to be done. But I have no objection if this matter is taken up later on. I do not think that he has complied with the provisions of the Rules.

**SHRI R. VENKATARAMAN:** I must make this clear. The hon. Member has raised it under 176(3). I pointed out that that relates to only a Member and as far as the Minister is concerned, one Minister can represent the other Minister and this is also in our rules because a Minister means a Minister of State or a Deputy Minister or a Parliamentary Secretary. Therefore, the rule which the Hon. Member, Shri Shejwalkar, quoted, has no application to the present resolution before us. The present resolution is not by a member, but it is by a minister. As I said, this rule does not, therefore, apply.

**SHRI N. K. SHEJWALKAR:** The hon. Finance Minister ought to have seen the statutory resolution itself. It does not describe anything. It only says that Shri Sawai Singh Sisodia has to move the following resolution.

**MR. DEPUTY-SPEAKER:** The practice is what Shri Shejwalkar says, and therefore, in this case, we will permit as a special case, and hereafter it should be what you have suggested.

**SHRI SOMNATH CHATTERJEE:** In any case the request should have been there from Shri Sisodia; he cannot request on his behalf.

**MR. DEPUTY-SPEAKER:** In practice we have been doing it, but since you have raised the issue, I upheld what you have stated and that should be followed.

**SHRI R. K. MHALGI (Thane):** But this should not be cited as a precedent.

**SHRI R. VENKATARAMAN:** I do not want a wrong precedent to be established. Rule 176(3) applies to a member, and where a minister is concerned, this rule does not apply. That is the point. Secondly, many a time the questions are addressed to the Finance Minister, but the Minister of State answers them, the Deputy Minister answers them. It is the joint responsibility of the Cabinet. According

to rule 2 of our Rules, "Minister" means a member of the Council of Ministers, a Minister of State, a Deputy Minister or a Parliamentary Secretary.

श्री बीरत राम सारण चु६ : यह रेजोल्यूशन ब.ई नेम दिया गया है ।

**SHRI R. VENKATARAMAN:** I do not want any wrong precedent to be established. My simple point is that Rule 176(3) does not apply to the procedure, because it is not a member here.

**PROF. MADHU DANDAVATE (Rajapur):** There is a precedent. It has very often happened that a Bill stands in the name of a Minister. Sometimes, he has some work in the Upper House and he is not in a position to move the Bill. In that case, some other Minister, not necessarily from the same Ministry moves the Bill. But in that case what happens is that he informs the Speaker before-hand that he will be moving the Bill. That procedure should be followed.

**SHRI SOMNATH CHATTERJEE:** The hon. Finance Minister has said that because it is a case of joint responsibility, therefore, any Minister can represent any Minister. We are not doubting the question of concept of joint responsibility. What we are saying is that the list of business contains the name of the mover. Apart from anything else, there is a precedent and a very good precedent and a system, that a member who is going to be absent, may be a Minister, has to take the formal sanction of the speaker. Therefore, in this case, Shri Sisodia should have informed you that on his behalf, Shri Barot would be moving the resolution. That should have been done.

**MR. DEPUTY-SPEAKER:** There has been such a practice, and that practice cannot form a part of the rule. Therefore, that would be followed.

**SHRI R. VENKATARAMAN:** It would only mean that you are not ruling on this matter. I have very serious

reservations on what my esteemed friend has said.

MR. DEPUTY-SPEAKER: I am not giving any ruling on this. I said, this has been the practice and this practice cannot form part of the rules.

Mr. Barot.

THE DEPUTY-MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): Mr. Deputy-Speaker, Sir, I beg to move:

"That in pursuance of sub-section (2) of section 8, read with sub-section (3) of section 7 of the Customs Tariff Act, 1975 (51 of 1975), this House approves the notification of the Government of India in the Ministry of Finance (Department of Revenue No. G.S.R.11(E) dated the 9th January 1981 increasing the export duty on groundnut kernel from Rs. 1500 per tonne to Rs. 3000 per tonne and on groundnut in shell from Rs. 1125 per tonne to Rs. 2250 per tonne, from the date of notification aforesaid."

Prior to 9th January, 1981 groundnut kernel was liable to a duty of Rs. 1500 per tonne and groundnut in shell to a duty of Rs. 1125 per tonne, on export out of India. These rates of duty were fixed in November, 1976 when the international prices of groundnut were much lower than the present-day prices. There has been recently an unprecedented spurt in the international prices of groundnut, owing to partial failure of the American groundnut crop. The international price situation had its effect on the domestic prices in India as well. But it was seen that the margin between the two had increased substantially.

Export of groundnut, hand-picked and selected (HPS for short) is canalised through the National Agricultural Cooperative Marketing Federation of India (NAFED for short). When the Finance Ministry came to know that NAFED had been authorised to export 50,000 tonnes of HPS groundnut, it was felt that apart of the wide margin between the international prices and

domestic prices of groundnut should be mopped up. Accordingly, the rate of export duty on groundnut kernel has been increased from Rs. 1500 per tonne to Rs. 3000 per tonne, and the export duty on groundnut in shell from Rs. 1125 per tonne to Rs. 2250 per tonne, with effect from the 9th January, 1981 by the issue of notification No. GSR 11(E) dated 9th January 1981.

I commend this resolution for consideration and adoption by the House.

MR. DEPUTY-SPEAKER: Resolution moved:

"That in pursuance of sub-section (2) of section 8, read with sub-section (3) of section 7 of the customs Tariff Act, 1975 (51 of 1975), this House approves the notification of the Government of India in the Ministry of Finance (Department of Revenue) No. G.S.R. 11(E) dated the 9th January, 1981 increasing the export duty on groundnut kernel from Rs. 1500 per tonne to Rs. 3000 per tonne and on groundnut in shell from Rs. 1125 per tonne. to Rs. 2250 per tonne, from the date of notification aforesaid."

Now, Mr. Shejwaikar.

SHRI N. K. SHEJWALKAR I beg to move:

"That for the original resolution, the following be substituted—

"That in pursuance of sub-section (2) of section 8 read with sub-section (3) of section 7 of the customs Tariff Act, 1975 (51 of 1975), this House directs that the notification of the Government of India in the Ministry of Finance (Department of Revenue) No. G.S.R. 11(E) dated the 9th January 1981, increasing the export duty on groundnut Kernel from Rs. 1500 per tonne to Rs. 3000 per tonne and on groundnut in shell from Rs. 1125 per tonne to Rs. 250 per tonne, shall cease to have effect."

(1).



MR. DEPUTY-SPEAKER: Mr. Jyotirmoy Bosu is not here. Mr. Parulekar.

SHRI BAPUSAHEB PARULEKAR: I beg to move:

That in the resolution,—

(i) for "Rs. 3000" substitute "Rs. 35000."

(ii) for "Rs. 2250" substitute "Rs. 3500."

MR. DEPUTY-SPEAKER: Mr. T. R. Shamanna.

SHRI T. R. SHAMANNA (Bangalore South): I beg to move:

That in the resolution,—

(i) for "Rs. 3000" substitute "Rs. 4500";

(ii) for "Rs. 1125" substitute "Rs. 3375". (4).

That in the resolution, add the following at the end.

"subject to the modification that the extra amount realized by the increased export duty be used to subsidise the selling rate of groundnut kernel and groundnut in shell consumed within the country to bring down the high cost of edible oil and oilcake." (5)

SHRI N. K. SHEJWALKAR: May I speak?

MR. DEPUTY SPEAKER: If you want to speak afterwards, you will be given a chance. Not now.

SHRI N. K. SHEJWALKAR: This is a substitute motion. It is not an amendment. I am entitled, as of right to move this substitute motion. It is a statutory motion; and I am entitled, as of right, to move and make a speech on it.

MR. DEPUTY SPEAKER: You can do it. The resolution and the

amendments moved are now before the House.

SHRI N. K. SHEJWALKAR: The hon. Minister must excuse me for saying that there has been some mistake I don't say carelessness or callousness; whatever it is—in making such a notification. Probably, they have not tried to care as to what the law is, in respect of such a notification. The notification appears in this Gazette dated 9th January 1981. The wordings are very important. The wording are:—

"In exercise of the powers conferred by sub-section (1) of section 8 of the Customs Tariff Act, 1975 (51 of 1975), the Central Government hereby directs that the following further amendment be made in the Second Schedule to the said Act, namely:—

In the said Second Schedule, for Heading No. 20 and the entries relating thereto, the following shall be substituted, namely:—

| Heading No. | Description of articles | Rate of duty<br>Rs. per tonne |
|-------------|-------------------------|-------------------------------|
| 20          | Groundnut               |                               |
|             | (i) Groundnut Kernel    | 3000                          |
|             | (ii) Groundnut in shell | 2250                          |

(No. 9 F. No. 347/7/80 TRU.) Sd/- Saidharan, Under Secy.

The provision which has been referred to in this Notification in Section 8, sub-clause 1. It says, "Where, in respect of any article, whether included in the Second Schedule or not, the Central Government is satisfied that the export duty leviable thereon should be increased or that an export duty should be levied." This should be satisfied. Then it further says, "And that circumstances exist which render it necessary to take immediate action." So, there are two conditions. The first one is that there should be a satisfaction of the



Government. The second one is that there should be a condition existing for taking immediate action. Then it further says, "The Central Government may, by notification in the Official Gazette, direct an amendment of the second Schedule to be made so as to provide for an increase in the export duty leviable, etc." The procedure which has been laid in carrying out this Section 8 is the same as for Section 7, sub-clauses 2 and 3. Every Notification shall be published and it has to be moved for approval of the House just as I had moved a substitute motion. This is under sub-clause 3.

Does it appear from the Order that the Government is satisfied? You know that in a law where such power is given to the Government, it is not an objective satisfaction; it cannot be discussed in a court, but it is a subjective satisfaction of the authority which notifies or which comes to a conclusion. So, this subjective satisfaction must be clearly defined in the Notification itself. Here, the Notification does not say anything about that. It does not appear whether the Government is satisfied or not. Here the word 'satisfaction' is not used. I don't say that we can challenge it if they have mentioned that they are satisfied. But the point is that the court cannot go into details of the reasons of the satisfaction or the grounds on which they are satisfied. They must mention in the Notification that the Government is satisfied. You see page 39 of the Preventive Detention Act. It says, "if there is no 'satisfaction' the order of detention is without jurisdiction and the detention is illegal." Similarly, the Government derives the right of deciding a matter on their own and the court cannot go into details of the reasons. At least, the formality of using the word 'satisfaction' is a necessity; and it is not there. So, *prima facie*, the Notification cannot stand in the court. So, it is upto them to decide, if they

insist on it, they can very well do it. Now, whether it is illegal or not is to be determined by the majority. I just warn them that this is a case which cannot stand in the court. The second requirement is that the circumstances exist which render it necessary to take immediate action. Nothing has been said about it uptill now neither in the speech nor now what is the immediate necessity. The Finance Act is coming. They can amend the tariff; they can do anything. The time is there. What was the immediate necessity to make this amendment on the 9th January? Nobody knows about it. No doubt, the hon. Minister had delivered his speech. What I could follow from it is that since the price in the international market has gone up and the difference is more, they want to increase it. Since when? It is not applicable with retrospective effect. I have tried to see the *tippani*—it is called the explanatory note—whether such a thing is required or not. It is not. According to my notion it is not necessary. But because it is given it has become a part. Apart from that nothing else can be considered. What is said here is that this notification has the effect of increasing the rate of export duty on groundnut kernel from Rs. 1,500 tonnes to Rs. 3,000 per tonne and on ground nut in shell from Rs. 1125 per tonne to Rs. 2,250 per tonne. Again, the gain in revenue on account of this increase in duty is estimated to be of the order of Rs. 9 lakhs over the current year's Budget Estimates. Can it be explained? For taking immediate steps no date is mentioned. It is also not mentioned from which date to which date it has to be done. The Budget is going to be presented on the 28th. What will be the effect up to that time? All these things ought to have been made clear in the order itself. We cannot go beyond the notification, because the approval is on the notification. We do not know what is on the file. Nor is there anything on record in the proceedings of the hon. House. What he said does not

[Shri N. K. Shejwalkar]

justify the urgency. One is satisfaction. Second is he has not explained the need for taking immediate steps. On merits, is there any justification? On the one hand, it is said that we are short of edible oils. There are many shortfalls in edible oils. It is necessary to increase the production of ground nut oil other oil bearing seeds. On the 12th December, 1980 it was mentioned that a limited quantity—50,000 tonnes—of ground nut has been placed at the disposal of NAFED. Therefore, the export of this item should be canalised. In the oil year 1979-80 November to October a total quantity of 10.20 lakh tonnes of ground nut oil was imported through STC. The other figures also show that we are short of edible oil supply and we are importing it. I do not want to the time of the House. It will not be less relevant if I just point out that in the year 1977-78 there was actually a ban on export of groundnut. In reply to a question which was answered on the 4th August, 1980, a chart and an annexure were given. And it was mentioned that there were shortages in edible oils and other things. Then, why should they not ban it completely? They export ground nut and they import edible oils. I do not understand the policy. They have not made it very clear, neither in the statement nor any-where else. An hon. friend of mine here wanted to know the difference between the market price and the international price. It has not also been mentioned as to what the advantage of taking this step immediately is. Therefore, it cannot be said, that even on merits, they have any case for increasing this duty. They should ban export of ground nut completely and also bring more areas under cultivation for oil seeds. Why should it not be started just now? Therefore, my respectful submission is, that for three reasons the order is bad that is, the notification is bad in law, it does not speak of satisfaction, and

it does not explain the urgency why the notification has to be issued. Nor does it justify it. The case should be dropped altogether. This may please be considered.

श्री श्रीमत् सिंह (मंत्रु) : उपाध्यक्ष महोदय, यह जो प्रस्ताव रखा गया है, इस को सिद्धान्ततः तो मंत्री जी ने उचित ही रखा है। खाद्य तेलों की या एडीबल घायन की जो प्राइसिज बढ़ती जा रही हैं उन प्राइसिज को चँक करने के लिए यदि यह प्रस्ताव रखा गया तब तो यह उचित है। लेकिन इस के साथ साथ मैं यह निवेदन करना चाहूंगा कि मैं जो फिगरम देखा रहा हूँ और जो नतीजा घपनाया गया है कि इयूटी इवन कर दी गई हैं— 15 मौ रुपये प्रति टन में 3 हजार रुपये प्रति टन और 11 मौ 25 रुपये में 22 मौ 50 रुपए कर दी गयी हैं तो इस में क्या वास्तव में प्राइसिज चँक होगी।

घाय 1977 में मूगफली तेल की प्राइसिज देखिये—1977 में यह 829 रुपये प्रति क्विंटन, 1978 में 708 रुपये प्रति क्विंटन 1081 में 1160 रुपये प्रति क्विंटन और घाय में 1400 रुपये प्रति क्विंटन हैं। इस के साथ साथ अगर घाय प्राइसिज को देखें तो प्राइसिज में बढ़ाव नहीं हुई है। 1973-74 में 59 लाख, 32 हजार टन, 1974-75 में 51 लाख 11 हजार टन, 1975-76 में 67 लाख, 55 हजार टन, 1976-77 में 52 लाख 64 हजार टन और 1977-78 में 60 लाख, 69 हजार टन प्राइसिज था। 1976 में प्राइसिज करीब करीब एक सा बना था रहा है। इसके साथ साथ घाय के एक्सपोर्ट के फिगरम बढ़ते गये हैं— 1973 में 30,719 टन, 1974 में 88,218 टन, 1975 में 70,066 टन और 1976

में 1,57,224 टन एक्सपोर्ट हुआ। प्रोडक्शन में बढ़ोतरी नहीं हो रही है लेकिन एक्सपोर्ट बढ़ता गया है। इसका नतीजा यह हुआ कि प्राइसिज पर भी इसका प्रभाव पड़ा। 1976 में घ्रापने दस हजार टन मूंगफली तेल का घ्रायात किया और 1980 में घ्राप ने 560 करोड़ रुपयों का खाद्य तेल घ्रायात करने की संवर्णन दी है।

इधर घ्रायात घ्राप बढ़ाने जा रहे हो और दूसरी ओर घ्राप प्राइसिज पर काबू नहीं कर पा रहे हो। प्रोडक्शन इनका बढ़ नहीं रहा है। अभी हाल के घन्दर, दिसम्बर, 1980 में घ्राप की केन्द्रीय मंत्रिमंडल की घ्राथिक मामलों की समिति ने एक डिमोजन लिया कि इंदू लाख ड्रेषटैयर जर्मन में, सोराष्ट्र में मूंगफली की खेती करेंगे जिसमें इम का उत्पादन 18 लाख टन में बढ़ कर 27 लाख टन हो जाने का घनुमान है।

15. 52 hrs.

[SHRI SOMNATH CHATTERJEE in the Chair]

मैं कहता हू कि ये घ्राकड़े ही घ्राकड़े हैं। मैं घ्राप से पूछता हू कि घ्रापने काभ्रकारों को क्या इन्वेन्टिव दिया जिससे कि वे प्रोडक्शन बढ़ायें। काभ्रकारों का जो एजोटेगन अभी महाराष्ट्र में हुआ वह प्राइसिज को लेकर के हुआ था। जब तक घ्राप काभ्रकार को इन्वेन्टिव नहीं देंगे तब तक घ्राप की प्रोडक्शन में शार्टेज रहेगी। काभ्रकार इम हालत में प्रोडक्शन नहीं बढ़ा पायेंगा। इम हालत में घ्राप को करोड़ों रुपये का एडीवन घ्रायन बाहर से घ्रायात करना पड़ेगा। यह एक बिमिसस सफल है जिसका कि गवर्नमेंट ने नहीं तोड़ा है। यह एक डिफिन्टिव प्लानिंग है। जब तक घ्राप घ्रास्ताविक स्थिति को नहीं देखेंगे, यह नहीं देखेंगे कि जू कहां पर पिच करता है और उसको ठीक नहीं करेंगे तब तक ये प्राइसिज इसी तरह स्वील करती

रहेगी। इस से मूंगफली की भी शार्टेज बनी रहेगी।

दूसरी तरफ घ्राप देखें कि बनस्पति बनाने में मूंगफली के तेल को काम में लिया जा रहा है, माबुन के घन्दर इम तेल को काम में लिया जा रहा है। घ्राप क्यों नहीं उन पर इसके लिए रेस्ट्रिक्शंस लगाते कि मूंगफली का तेल बनस्पति घ्रायन के ओर साबुन बनाने के काम में नहीं घ्रा सकेगा? यह केवल एकमात्र खाने के लिए रखा जाएगा। घ्राप ये रेट बढ़ा रहे हैं, इयूटी की, इमका रीजन दिया है घ्राप ने कि इंटरनेशनल मार्केट में प्राइस बढ़ गई है, इमलिए हम बढ़ा रहे हैं। इसमें 9 करोड़ रुपये की इनकम में बढ़ोतरी मान कर घ्राप चल रहे हैं। मेरा मुभाव यह है कि यह 9 करोड़रुपया जो घ्राप को मिलेगा, अभी तो नहीं मिला, जब टैकन लगाएंगे तब मिलेगा, यह रुपया घ्राप किसानों के प्रोडक्शन में बढ़ोतरी करने पर खर्च कीजिए। इससे प्रोडक्शन भी बढ़ेगा, इसमें किसान के पास पैसा जाएगा और देश की उन्नति होगी। इमलिए मेरा निवेदन कि इस पर बहुत मोचसमझ कर प्लानिंगहै करे। सोराष्ट्र में ही क्यों घ्राप के महाराष्ट्र में भी मूंगफली को खेती में ह्वाइट ग्रन्ड एक बहुत बड़ा इंसैक्ट्स लगा हुआ है। यह सा री खेती को चौपट कर रहा है। पिछली बार जब जब घ्राई. सी. ए. घ्रा. की डिबेट घ्राई थी तब एग््रीकल्चर मिनिस्टर राव वीरेन्द्र सिंह जी ने रिक्वैस्ट की थी कि ह्वाइट ग्रन्ड पर कंट्रोल नहीं रूगे तब तक मूंगफली व घ्रा न्य फसलों को नुकसान होता रगा। लेकिन अभी तक घ्राई. सी. ए. घ्रा. ने इस ओर कार्यवाही नहीं की है।

इन सारे पहलुओं को देखना होगा सिर्फ यह इयूटी बढ़ाने से, 1500 से 3000'

[श्री भीम सिंह]

करने से घाप का टारगेट एचीव होने वाला नहीं है। एक घोर माननीय सदस्य ने इसको, घोर ज्यादा बढ़ाने का सुझाव दिया था मैं उनका समर्थन करता हूँ। घाप इसे 3000 से घने ही बढ़ा कर 6000 कर दीजिए। जितना घाप बढ़ायेंगे उतना ही घाप किसान को प्रोडक्शन बढ़ाने के लिए सहायता दे सकेंगे।

इन्ही शब्दों के साथ मैं घापको पातिसो का तो समर्थन करता हूँ पर घाप ने जो बेज घोर मीन्स सैंट-अप किए हैं वे एडोक्वेट नहीं हैं, उन को सही कीजिए।

SHRI XAVIER ARAKAL (Ernakulam): Sir, this Statutory Resolution seeks to amend the provisions of Customs Tariff Act, 1975 (section 8 and section 7).

I am pained to say that we are not supplied with the relevant information with regard to the total quantity of groundnut produced, exported, expected yield after this increase in duty of nearly hundred per cent and also the internal and external prices, especially internal. Going through the Industrial Policy Resolution of 1980-81 I see a relevant point. It gives more importance to the village and khadi industry. Going through paragraph 12 of the President's Address of 1981 I find that—

“A major area of concern has been the inadequate growth of oilseeds production. Apart from intensification of oilseeds production in about 100 selected districts of the country, two specific projects have been approved for execution during 1981-82 relating to soyabean and groundnut development. A major effort is also being made to expand summer irrigated groundnut in the command of selected irrigation projects. Various production will also be taken.”

This is the policy of the Government announced in the President's Address. But I am surprised to see that the potentiality of our agricultural sector is not properly expanded or utilised.

Going through another publication of the Association of Miner Oils and Seeds Development of India I find and you will be surprised to hear that we have the capacity of producing miner oilseeds over two million tonnes a year in the form of vegetable oils alone.

16.00 hrs.

Another 16 million tonnes a year can be made in the form of oil cakes for live stock feed and for the dairy industry. A sum of Rs. 3,000 crores per year can be made out of this. In addition, according to some articles which I have read, over 50 million people can be employed in this sector alone, which means the poorer sections in the rural areas of our country will be benefited, if a proper, scientific and systematic programme is devised in this field. The saving in the form of foreign exchange will be over Rs. 1,000 crores per year. By way of exports alone we will be able to save Rs. 1,400 crores a year. I am bringing these facts before the House to show how we are neglecting the agricultural sector of our economy. So, if proper emphasis is given, if proper canalisation is there, if a systematic and scientific approach is adopted, I am sure there will be rapid growth in the field of minor oil production in our country.

Hon. Members have referred to the requirement of edible oil in this country. It is stated that in 1979-80 our total requirement was 34 lakh tonnes and our production was only 24 lakh tonnes, which means that we had to import 10 lakh tonnes from outside

Coming to productivity and production, I am ashamed to say there is only an increase of 4.2 per cent in



groundnut cultivation for many decades. There are variations even there. While in one particular State 2,052 kg. per hectare is produced, in another State it is only 345 kg. So, you can see the disparity in productivity in this field. Then groundnut produced in irrigated and non-irrigated areas is another classification. There is also vast variation in productivity and the quality of the product. So, I would suggest that there should be a Research laboratory for systematic and scientific development and cultivation of oilseeds in our country.

The Groundnut tract Export Development Corporation has given some figures about export. In 1948 we exported 4.47 lakh tonnes worth Rs. 56.8 crores. In 1979 it rose to 6.24 lakh tonnes worth Rs. 80.74 crores. In 1980 there is a reduction; the figure is 5.5 lakh tonnes worth Rs. 70 crores. It is stated that in 1981 only 2 lakh tonnes will be exported

My hon. friend earlier was referring to how much we are exporting. What I could gather going through certain articles and information is, these are the figures. Now, my question is: Why should we export so much quantity when there is a deficit of nearly 40 per cent of our internal demand? Therefore, my submission is that in that respect the 100 per cent increase in these two classes of groundnut is justified. I am a person who has spoken here for total ban on the export of raw materials from our country

Sir, this much money, worth crores of rupees we have received as foreign exchange. May I ask the hon. Minister, what is the support price we are giving to the cultivators? Why the cultivators in our country are agitated? Of course it has increased to Rs. 175/- per quintal. This much money we have received as foreign exchange by the export of the extracted oil alone and see the amount we are paying to the cultivators. Who gets the benefit of this export? Who gets the benefit of this cultivated produce, the agricultural pro-

duce? Not the real farmers. Therefore, my second submission is that there should be a National Corporation to export the agricultural produce. Through that agency alone we should export the agricultural produce of our country and the real benefit should be given to the agriculturist, not to the middleman. For that, I am submitting that cooperative movement should be encouraged in agricultural field.

Now, if you examine who are the farmers or cultivators of these oilseeds, you will find that adivasies and tribal people are cultivating them. The real farmers are doing this job. They are not getting any benefit out of that except a meagre daily wage. Therefore, this is one submission I have to make before the hon. Minister.

Going through the history of this tariff, the League of Nations nomenclature of 1931 is the base of our tariff policy. Of course, in 1934 the Indian Tariff Act came. Subsequent amendment of 1949 is based on the Brussels Tariff policy. Then, again the General Agreement on Tariff and Trade was adopted by India as well on the basis of which the 1962 Act was enforced. Now, the 1975 amendment came and only in 1981 we thought of bringing it on par with international rate. Therefore, my fourth submission is that there should be a Tariff Revision Committee to go into the disparity of our agricultural produce and its prices in the international market. I know that certain people export our agricultural produce, purchasing it at a very low price and exporting it outside at a huge profit. Even though they get good price from abroad, it is not on par with the price in the international market. In order to remove that I am submitting that a Tariff Revision Committee should be set up.

These are my humble suggestions in order to help and to earmark more to the farmers.

With these words I support the Resolution.



**SHRI C. T. DANDAPANI (Pollachi):**  
I would like to confine myself to the points incorporated in the Resolution. I do not want to go into the details of other factors because my friend Shri Arakal has dealt with many points.

So far as this increase is concerned, I welcome this move. At the same time I would like to record my appreciation for the hon. Finance Minister. He is trying to rationalise the tax structure benefit. One of the measures is this increase in export of ground nut kernel to other countries. The main buyers of our ground nut kernel are western countries and USA. Now they are trying to cultivate on their own, because of the suitability of their soil and climate. Hon. Minister Shri Barot rightly pointed out here—considering the increase in the international level and to have parity with international market we are having this rise in price. It is a good move. If it is not done, Government is losing its revenue. Whatever measures are being taken now are to have more revenue. It is a welcome measure not only by the ruling party but the entire section of House. I welcome this move.

If it is not increased the growers are not going to get anything out of it. Agricultural growers are largely situated in four or five States e.g. Andhra Pradesh, Gujarat, Tamilnadu, Karnataka and Madhya Pradesh. These are the main States which produce largely the groundnuts. But I am very sorry to say that no proper action was taken in the direction of more production of groundnut. Production from 1950 to 1961 was 48.1 lakh tonnes. In 1966-67 it was 52.64 lakh tonnes. In 1977-78, it was 60.69 lakh tonnes. Even till today that has not been increased. I do not know the reason. I do not blame the Government.

Some of the research institutes like the ICAR as well as Bhaba Research Centre have made some contribution to the agricultural sector. They have advised many new high yielding varie-

ties. But it has not merely reached the common farmer. For example, Bhaba Atomic Research Centre produced groundnut varieties i.e. T.G.I. and T.G. III. That has not been distributed to all the States. Some interested parties are trying to grab and see that these new devices do not reach the common man. This should be looked into. One of the reasons for shortfall in production is that these new devices, new findings, have not been properly made available to the common farmer.

Another reason for the shortfall in production is unsteady return on the investment made by the agriculturists. They are not at all getting a remunerative price, a proper return on the investment they make in the production of groundnut. Therefore, many of the agriculturists do not go in for groundnut production. For example, I am coming from a place where groundnut is largely produced, particularly in my constituency of Pollachi, in Pailadam and Dharapuram taluks. The hon. Minister knows it. These are the areas where groundnut is largely being produced. What happens is that big traders, mediators, themselves land at the field and they give money to the farmers. The farmers need money immediately because they get everything on loan. So, they are in a hurry to sell it away on the price offered by these big traders. These big traders, mediators, take the product and convert it into oil and keep the stocks to make the price rise. This is the manipulation that is being done. We must see that the price is not allowed to rise.

In Tamil Nadu, the production is 7.85 lakh tonnes, that is, 16.3 per cent of the total production. The price in 1977-78, was Rs. 7.80 per kg. that is, the quoted price, whereas in the market the price is Rs. 15 to Rs. 16 per kg. So far as groundnut oil is concerned, it is a commodity which is being consumed by poor people in the villages. So, I would request the hon. Minister to curb the prices and abolish the system of mediators.

I appreciate the hon. Minister's remarks about the activities of the National Agricultural Marketing Federations as well as of the STC. This kind of an infra-structure should be increased and their hands should be strengthened. The marketing federations should have their branches in all the places where groundnut is largely grown.

With these words, I welcome the Resolution.

**SHRI P. RAJAGOPAL NAIDU** (Chittoor): Mr. Chairman, Sir, I support the Resolution. I also support what has been said by hon. Members with regard to production of groundnut. The production of groundnut is in deficit and, therefore, we have to increase the production of groundnut. It is very difficult to multiply groundnut seed whereas it is very easy to multiply foodgrain seed. If we want to multiply paddy, for one grain, we can have 50 or 60 grains. With regard to groundnut, if you want to multiply, for one seed we can have 5 or 6 seeds only. Therefore, seed is quite necessary. It is the main input in the cultivation of groundnut.

Now, even in the research stations, the breeding seed is very minimal. Therefore, we have to increase it. The main reason for this situation is there are no adequate research facilities in research stations and there is no necessary land in the research stations. Therefore, the Government has to provide the land and the facilities for multiplying the seeds.

We are having rain-fed areas, to a large extent. Irrigated area, is less. Therefore, the agriculturists are having a great loss. Unless crop insurance with regard to groundnut is introduced, it is very difficult for the agriculturist to go for groundnut.

The next point is that subsidy must be given for the seed because it is the main input in production and, therefore, Government should give subsidy to the agriculturist for groundnut seed production.

Apart from it, I want to urge upon the Government to ban the export of deoiled rice bran, fishmeal and groundnut extraction because it is helping poultry. This groundnut cake is helpful to feed the cattle also.

Poultry is being developed as a subsidiary industry in rural areas so as to help weaker sections and also economically backward people. The Orissa people have taken it under 20-point programme. They are all poor. They have taken loans from the banks.

Now the cost of the feed is going higher and higher. For your information, I have to say that in the beginning of 1978, the price was Rs. 1,050 per tonne and it increased to Rs. 1,250. In September, 1980, it came to Rs. 1,500. Now, it is Rs. 1,625 per tonne. Therefore, from Rs. 1,050 it came to Rs. 1,625. It is because of the escalation in the price of oil-cake, the poultry owners are not able to have any gain, but they are incurring losses. The All India Poultry Farmers Association has submitted a memorandum not only to Hon. Minister for Agriculture but also to Hon. Minister for Commerce. In that, they have said that exports of poultry feed ingredients like groundnut extractions, DI rice bran and fishmeal have led to sharp increase in domestic prices of these commodities and that this has completely upset our agro-based activity and that hundreds of poultry farms have already been closed down and that thousands others will meet with the same fate that if effective steps to bring down prices of these commodities are not taken. This is their plea.

We also represented this to our Prime Minister. She put a question to us. She said that we are exporting these things and by that we are earning foreign exchange and she asked that suppose we are going to stop, how we can earn foreign exchange and she stressed that foreign exchange is quite necessary for us. Then we replied that we are having eggs in surplus and that we can export eggs and also chicks to other countries and then

[Shri P. Rajagopal Naidu]

we can have foreign exchange also by the sales and that, therefore, it is better for us that in stead of exporting oil cakes and bran, we export eggs and chicks to earn foreign exchange. Therefore, I urge upon the hon. Minister to see that oil-cake, oil extractions, fishmeal and rice bran are prohibited from being exported to other countries.

श्री रामावतार शास्त्री : (पटना) : सभापति महोदय, मेरे सूबे में 'मूंगफली की खेती नहीं होती, लेकिन अब धीरे-धीरे लोगों ने शुरू किया है तथा आप लोगों की मदद यानि सरकार की मिली तो जाहिर बात है कि हमारे यहाँ भी मूंगफली की खेती बढ़ सकती है। अभी तक हमारे यहाँ खेती बहुत कम है, लेकिन अन्य राज्यों में, जिनका अभी यहाँ बिक्र दृष्टा, जैसे गुजरात में बहुत ज्यादा मूंगफली होती है। मूंगफली का तेल आज हमारे लिए कितना आवश्यक है, यह कहने की आवश्यकता नहीं है। कितनी ही ज्यादा हम मूंगफली पैदा करें, उतनी ही हम तेल की कीमत को बढ़ने में रोक सकते हैं। लेकिन मूंगफली की कीमत नभी बढ़ सकती है, जब सरकार उधर ध्यान दे। किसान तो आज चाहते हैं कि उनको लाभकारी मूल्य मिलना चाहिए और हर चीज की कीमत वही हो मिलनी चाहिए, लेकिन अभी यहाँ पर हम सीमित हैं—मूंगफली पर।

मूंगफली की जो कीमत सरकार तय करती है, वह भी नहीं मिलती है, तो कम से कम जो तय किया जाता है, सपोर्ट प्राइस, उसको तो दीजिए, लेकिन वह भी आप नहीं देते हैं। इसलिए जाहिर बात है कि किसान की सूट होती है। मूंगफली से जो तेल बनता है, उसकी कीमत तो ज्यादा बढ़ जाती है, जिसमें हमारेसारी बढ़ती है और लोग माला-मान बनने हैं, उनको फायदा होता है। किसानों को ठीक से दाम मिले, उनको लाभकारी मूल्य मिले,

यह देखना सरकार का परम कर्तव्य होना चाहिए—लेकिन सरकार इस को देखती नहीं है।

मैं पहला निबंदन यह करना चाहूंगा कि जहाँ भी मूंगफली की खेती होती है, जिन राज्यों में, जिनका बिक्र अभी हमारे डी० एम० के० के समिलनाइ के माननीय सदस्य, ने की कि उनके सूबे में भी खेती होती है, उन किसानों को आप ज्यादा से ज्यादा इन-पुट्स दें, जो खेती के काम में आते हैं, उनको आप सस्ता से सस्ता दीजिए। जो किसान मूंगफली पैदा करते हैं, उनको लाभकारी मूल्य दीजिए। अगर उसमें कुछ अगर-अगर है, तो कम से कम सपोर्ट प्राइस, मध्यम-मूल्य तो मिले—जो आप तय करते हैं। लेकिन अपने तौर पर वे लोग उसमें नीचे बेचते हैं। इस तरह से उनकी दो तरह से सूट होती है।

हमारे यह कि जितना ही तेल हमारे यहाँ से बाहर कम जाएगा, उतना ही हमारे यहाँ तेल सस्ता हो सकेगा और हम महंगाई को रोक सकेंगे। इसलिए जो आप इयूटी बढ़ा रहे हैं, उसको और ज्यादा बढ़ाएँ। इस सम्बन्ध में जो कुछ लोगों ने सलाह दी है, उनको आपको कबूल करना चाहिए। ऐसा करने से तेल भी हमारे यहाँ रहेगा और हमारी घामदनी भी होगी। आप एक्सपोर्ट-इयूटी, निर्यात-शुल्क, को ज्यादा से ज्यादा बढ़ा दीजिए, इस तरह से आपको नौ करोड़ से ज्यादा पैसा मिल सकता है। ऐसा करने से हमें घामदनी भी होगी और कम से कम तेल हमारे देश में बाहर जाएगा और यहाँ के उपभोक्ताओं को तेल सस्ते दामों पर मिलेगा। अभी 16 रु०, 18 रु०, और 20 रु० तक तेल की कीमत ली जाती है, अगर आपने उधर नहीं ध्यान दिया तो हम लोगों को खतरा है कि पिछले साल जो चीनी की हालत हो गई थी, 8 रु० से ले कर 25 रु० तक किलो चीनी बिकती थी, वही हालत

तेल की भी हो सकती है। इसलिए मैं इस खतरे की घोर घ्रापका घोर सरकार का ध्यान खीचना चाहता हूँ। घ्राप इसको ध्यान में रखते हुए किसानों की महायत्ना कीजिए ताकि मृगफली की खेती बढ़े और उनको ठीक में दाम मिल सके। मृगफली के बाहर भेजने पर घ्राप ज्यादा में ज्यादा निर्यात शुल्क बढ़ा दीजिए, ताकि हमारे यहां में तेन ज्यादा बाहर न जाए। इस-लिए मैं घ्रापसे निवेदन कर रहा था कि जिन माननीय सदस्यों ने मंशोधनों को रखा है, उनको घ्राप स्वीकार कर लीजिए, तब हम नमश्चेंगे कि घ्राप घ्राप ज्यादा करना चाहते हैं और किसानों की मदद करना चाहते हैं।

श्री मूल चन्द डागा (पानी) : सभापति जी, पहले बचना ने जो कुछ कहा उस को मुन कर मुझे घ्रापचयं दृष्टा, बल्कि मैं यह नहीं समझ पाया कि वह कहना क्या चाहते थे। संकन 7 तथा 8 में माफ लिखा है :

"Sub-Sec(3) of Section 7 says:

Every notification under sub-section (2) in so far as it relates to increase of such duty, shall be laid before each House of Parliament if it is sitting as soon as may be after the issue of the notification, and if it is not sitting, within seven days when it is re-assembled, and the Central Government....."

If you read the Resolution it says:

"That in pursuance of sub-section (2) of section 7 of the Customs Tariff Act, 1975 (51 of 1975)..."

"This notification under that section has been issued. I do not think it is necessary to mention that we are satisfied with this. If you read Sec. 6 and 7 of the Customs Tariff Act, 1975 it would be clear. It is not necessary for a learned lawyer to speak on this.

मैंने एक बात देख ली कि तेल खरीदने वाले का तेल निकल रहा है— सच बात यही है। इस के लिए सरकार ने एक प्रच्छा कदम उठाया है। लेकिन एक बात है— जो इस को खरीदने वाला मिडिल-मैन है, जो इस को एक्सपोर्ट करता है, उस में बचाने के लिए घ्राप के पाम क्या तरीका है? जहां तक हमारे काश्तकार का ताल्लुक है वह बेचारा इन मिडिल मैनों को सस्ते दाम पर बेच देता है, इसलिए कोई ऐसा तरीका निकालना चाहिए जिस में स्टेट-ट्रेडिंग कारपोरेशन उस में सीधा खरीदे और उचित मूल्य पर खरीदे ...

एक माननीय सदस्य : मानोपोली-परचेज होना चाहिए।

श्री मूल चन्द डागा : हां, मानोपोली परचेज होना चाहिए, वरना बीच के लोग इस में कमा जाते हैं और बेचारा काश्तकार कुछ नहीं कमा पाता।

तीसरी बात मैं यह कहना चाहता हू कि आज कल भी मृगफली की फावंड-ट्रेडिंग चलती है। मगन भाई वरोट यहां बैठे हैं—इन के प्रहमदावाद में मृगफली के तेल के बायदे बहुत चलते हैं, फावंड-ट्रेडिंग होता है, तेल नहीं होता है, केवल बायदे पर सौदे होते हैं, एक तरह से स्पेकुलेटिव बिजनेस होता है। इस को रोकने का उपाय कीजिए। तेल के भाव बढ़ाने में इस का प्रमुख स्थान है।

जहां तक स्टैंचूरी रेजोल्यूशन है— इस की हम को मगहना करनी चाहिए आज तेल मिल नहीं रहा है, सरकार ने इस की एक्सपोर्ट ड्यूटी ढा कर देश का फायदा ही किया है।



श्री जयपाल सिंह कश्यप (भांबला) :  
सभापति जी, मूंगफली इस देश में गरीबों का काजू और बादाम है, जिससे हमें प्रोटीन मिलती है। जिस धरती में यह बोई जाती है उस धरती को रेतीना माना जाता है, कम से कम पानी में लगता है और जिस के लिए हमारी सरकार की तरफ से बहुत कम सुविधा दी जाती है। मूंगफली के उत्पादन की दृष्टि से जहां इस में बढ़ोत्तरी होनी चाहिए थी, मैं प्राप को उत्तर प्रदेश के बदायूं, बरेली, मैनपुरी, एटा, मुरादाबाद, शाहजहापुर जिलों के बारे में बलनाना चाहना हूँ, वहां मूंगफली का उत्पादन बराबर घटता जा रहा है और इस के घटने की गति भी बहुत तेज है। इस का मुख्य कारण यह है कि किसान को जो सुविधाएं और प्रोत्साहन मिलना चाहिए वह नहीं मिल रहा है। जहां देश में मूंगफली के प्रोत्साहन में बढ़ोत्तरी होनी चाहिए थी वह बढ़ोत्तरी नहीं हो रही है, उल्टा यह कस्म का शिकार हो गई है।

मैं इस प्रस्ताव का विरोध करता हूँ। यदि हम इस के उत्पादन को बढ़ाने की तरफ ध्यान दें, तो यह हमारे देश को बहुत बड़ी विदेशी मुद्रा दे सकती है। हमें देश में तिनहत्तों के उत्पादन को बढ़ाने की परम्परा डालनी चाहिए, न कि हम इस बात की कोशिश करें कि इस का उत्पादन घटे। प्राप ने मूंगफली के दाने पर 3000 रुपये टन और मूंगफली के ऊपर 2250 रुपये टन की ड्यूटी कर दी है, इसमें प्राप को फायदा हो सकता है, लेकिन किसान को फायदा नहीं होगा, उस को कम पैसा मिलेगा, उस को कम मूल्य मिलेगा, उस का उत्पादन बराबर घटता चला जायगा। सरकार अब तक कहीं भी व्यवस्था नहीं कर पाई है। मूंगफली ऐसी नाजुक चीज है जिस को गोदाम में रखने के लिए प्रनाज से ज्यादा अच्छी व्यवस्था करनी पड़ती है। वृहे से ले कर दूसरी चीजों तक और यहां तक कि

घादमी भी सब से बड़ा नुकसान उस को पहुंचाने वाला है। उस का तेल भी ऐसा है, जो हर तेल में मिला दिया जाता है। मूंगफली का तेल वास्तव में गरीबों का तेल है जिन को न दंगी घी मिल पाता है और न गाय और भैंस का दूध मिल पाता है। उन को सरसों का तेल यानी कडुआ तेल भी नहीं मिल पाता है। हमारे देश में मूंगफली के तेल को और तेलों से नीचे का समझा जाता है इसलिए हम इस के बारे में गंभीरता से सोचें। ड्यूटी बढ़ाने में इस तेल के मूल्यों पर नियंत्रण प्राप रख सकेंगे अगर यही उद्देश्य प्राप का है, तो मैं समझना हूँ कि इस का उत्पादन और घटना जाएगा। मूंगफली बाहर नहीं जाएगी, तो उत्पादन घटता जाएगा और किसानों को कम पैसा मिलेगा इसमें तेल के दाम और बढ़ जाएंगे और नतीज यह होगा कि जहां मूंगफली ज्यादा पैदा होती है और इस पर वेंच जो इंडस्ट्री है, वहां के किसानों का बटाधार हो जाएगा और उन को बहुत नुकसान होगा। आज एक गरीब घादमी मूंगफली भुनवा कर, जब में रख लेना है और उस को बादाम और काजू की तरह खाता है। इस से उन गरीब लोगों को प्रोटीन भी ज्यादा मिल जाती है। इसलिए मेरा सुझाव यह है कि यह एक, ऐसी चीज है, जिस का प्राप बहुत ज्यादा उत्पादन कर सकते हैं और काटेज इंडस्ट्री की तरह इस को चला सकते हैं। गांवों में तेल के छोटे छोटे बाल्टुओं में इस में बहुत कुछ बनाया जा सकता है। उस पर सरकार की नजर नहीं है। यह जो कदम प्राप उठा रहे हैं, इस से किसानों का हित नहीं होगा बल्कि फायदा उन बिबीलियों को और उन कारखाने वालों को होगा, जो इस को सस्ते दामों पर खरीदेंगे और फिर मोटी दरों पर इस को बेचेंगे। यहां पर ऐसी ही परम्परा रही है। जब तक किसान के पास पैदावार रहती है, उस का मूल्य कम रहता है लेकिन जब वह पैदावार व्यापारी के पास, सरमायादारों के पास चली जाती



है तो उस के दाम बढ़ जाते हैं। आज आप गेहूँ की ही हानत देख लीजिए। आज उस का मूल्य 225 रुपये क्वीटन है और कहीं कहीं पर तो 250 रुपये क्वीटन है। एक तरफ यह हलत है और दूसरी तरफ किसानों को उचित मूल्य नहीं मिलता है। जहाँ जहाँ मूंगफली के क्षेत्र हैं और जिस जमीन में यह पैदा होती है, वह कमजोर है और उस कमजोर धरती पर ही मूंगफली ज्यादा पैदा होती है। वहाँ के किसानों की दुर्दशा हो जाएगी अगर आप ने ऐसा कदम उठाया।

यह कहते हुए मैं इस नोटिफिकेशन का विरोध करता हूँ और अपनी बात समाप्त करता हूँ।

SHRI BAPUSAHEB PARULEKAR (Ratnagiri): Sir, I rise to support the Resolution and the policies of the Government in this regard.

Sir, my esteemed friends on my left should realise that when Government comes forward with anything which is in the interest of the nation and in the interest of the people, we are all here to support the Government and we do not oppose anything for just opposition's sake. I think that they would realise it by now.

This Resolution has a very narrow scope. We are interested in assessing whether the time has come for making increase in export duty. We have to consider whether the amount which is increased is reasonable or not or there should be some more increase (as I myself, Mr. Shamanna and Mr. Jyotirmoy Bosu have suggested in our amendments). Before doing that, I would like to make one submission. The hon Minister is a distinguished lawyer. I would request him to consider the arguments put forward by Mr. Shejwalkar. The powers which Government gets to issue the Notification do not come under Section 7 but under Section 8 which lays down some conditions precedent under which Government gets jurisdiction to issue such Notification. My friend is a competent lawyer and he can argue against the submissions made by Mr.

Shejwalkar. But I would like to know this. Are you sure whether, when the matter goes to the Court, the Court will not strike down this particular Notification? In that case we will be wasting Rs. 9 crores Government and you yourself will be responsible for the loss of revenue. You know very well the significance of the word 'satisfaction'. If this word is not there, you know how the judges interpret the absence of the word, especially in criminal cases. If the word 'satisfaction' is not there, then the present Resolution is not free from being contested. I am very well aware that even if you are not satisfied, at least you should put the word 'satisfied'. Then the judges will not take objection. Therefore, this particular notification is not in consonance with the provisions of the Section 8 of the Tariff Act. It is likely that the interested persons may go to the court of law and they will try to get this Act struck down. I do support the merits of this particular Resolution. But I expected some background, some clarifications, some reasons and explanation along with this Resolution. And when they are not there, I expected at least that the Hon'ble Minister would state as to what was the compelling reasons to increase this rate and how you arrived at this figure. If you look to the previous years, you will find that in the year 1976, for the first time, these two items came to be included in the Schedule 2 and at that time Rs. 800 per tonne was the duty fixed on groundnut kernel and Rs. 600 on the groundnut in shell. But at that time the price was between Rs. 3000 and Rs. 3500 per tonne in the domestic market. In the year 1977, when the Janata Government was in power, the price increased and I find from the record that at that time the international market price was about \$700 for the groundnut kernel and therefore the increase was from Rs. 800 to Rs. 1500 for this commodity and for the groundnut shell the increase was from Rs. 600 to Rs. 1125. I would therefore request you to take into account as to what is the international market price at present and what is the necessity that you feel for increasing the export duty and how you are

[Shri Bapusaheb Parulekar]

going to fix up the duty for this particular kind of item. I feel that the rates of Rs. 3000 and Rs. 2250 per tonne are much below and the peasants get still lower price for this commodity. By raising the price of kernel for export purposes our peasants will be benefited. I endorse the various suggestions made by the hon. Members. The policy which you are following is the right policy because we are taking into consideration the theory behind the increase in this particular Tariff rates.

Now when the price goes up in the international market, the benefit goes to some other persons. It goes to the middlemen and the Government's intention is that when such benefits accrues, the Government should get its share out of those benefits.

Then another point is if the prices fall in the international market. I want to know whether there is any provision to reduce this particular export duty. The word decrease is not mentioned in Section 8(i) of Tariff Act and it is only mentioned in Section 7 of the Act. That provision would not be applicable in this case. Therefore case has to be taken that once the duty is increased it would not be possible to decrease the same. In order to see what is the position in the international market for the last two years and the position that would be in the next two years, there should be some machinery and then only some particular price should be fixed up and then we should start framing the export policy. We do not want that there should be a curb on the export of this item, but at the same time we have to see that there is a sufficient production and the condition of the people of this country should be taken into consideration before framing a policy for this item. On these points I would like the hon. Minister to enlighten us so that we can positively come to a conclusion that the figures at which you have arrived are correct. If not, if we give some other figures,

you will have to take them into consideration, because, there should be some standard to be followed. I would also suggest that the figures suggested by Mr. Jyotirmoy Bosu and Mr. Shamanna may be taken into consideration because there should be some standards in this respect.

With these words I support the principle behind this Resolution. Thank you.

SHRI T. R. SHAMANNA (Bangalore South): Mr. Chairman, Sir, I am glad that this important subject has been discussed fully in all its aspects in this House. This resolution relates to the increase of export duty on groundnut Kernel and groundnut in shell that is exported from this country. I have given two amendments to this resolution. My first amendment is:

"That in the resolution:-

(i) for "Rs. 3000" substitute "Rs. 4500."

(ii) for "Rs. 1125" substitute "Rs. 3375."

I have suggested this amendment with this purpose in view. The oilseeds that are exported will naturally become scarce in the market. It will, therefore, be very necessary for us that we should have enough oilseeds in the country before we think of exporting them to any foreign country. In order to conserve the oilseeds for the use in the country, there are two methods, one is to ban the exports of oilseeds and secondly, it may be by increasing the export duty. If we increase the export duty, it would not only fetch additional income to the Government, it would also be helpful to see that oilseeds that are necessary for the country would not be possibly exported. It is to be regretted that for the past two or three years, the rate of edible oils in the country has been going up year after year and at one time, it reached as high as Rs. 18 or Rs. 20 per kg. As we know, the poor people cannot afford to use ghee

for their cooking, at least they should be able to use the edible oil for this purpose. It can be either refined oil or simple oil, or vanaspati etc. It is, therefore, necessary that the rate of this essential commodity should be kept down and in view of this, the rate of the oil seeds to be sold and used locally should be reduced to a considerable extent. I have, therefore, suggested my second amendment, which means that the additional money that we get by way of increased export duty may be used to subsidise the selling rate of oilseeds, that are to be sold locally, so that the oil prices may be brought down to some extent at least. My amendment reads:

"That in the resolution, add the following at the end:-

'subject to the modification that the extra amount realised by the increased export duty be used to subsidise the selling rate of groundnut kernal and groundnut in shell consumed within the country to bring down the high cost of edible oil and oil cake."

There is another important aspect of it. The oil cake is very much used in the southern part of the country for cattle feed. Its price has gone up abnormally, three or four times, as compared to what it was previously. It is adding to the cost of milk. Therefore, to bring down the prices of oil cake is as important as bringing down the prices of oil. One concerns the requirements of human beings and the other is for feeding the cattle.

In view of all these considerations, I have moved two amendments. Apart from the increase that is there in the resolution, I wanted the export duty to be further increased so that the extra amount that we get may be utilised to subsidise the cost of oilseeds to be used locally. And if it is done, suppose we get a higher rate, the higher rate can be used to get extra money. And this can be given as subsidy—either as cash subsidy or by supplying manure and other things at a lower rate.

It is very necessary now to see that the oilseeds are produced in larger quantities, to meet the demands of the country. Steps have to be taken to increase oilseeds production because the need for oil is increasing day by day. Unless we take such steps, it will be difficult to bring down the cost. Moreover, the kernel which we get nowadays does not have enough fat. Taking all these factors into consideration, I welcome the increase that has been suggested. My submission is for a further increase in the export rate, so that the extra money which will be obtained, can be used for subsidizing the sale of seeds and oil cakes within the country.

SHRI S. B. SIDNAL (Belgaum): I rise to support the Resolution. Mr. Parulekar was arguing on the point of satisfaction. The Act itself indirectly empowers the Government in this regard, and presupposes the satisfaction of the Government. As the circumstances exist, it can have the levy, and increase it. Government has done a proper thing in increasing the levy. Actually, it has been doubled, i.e. from Rs. 1500 to Rs. 3000 and from Rs. 1125 to Rs. 2250.

My point is that the groundnut which we grow in this country in most of the areas is dependent on monsoons alone. The majority of the areas are only rain-fed. It is not cultivated out of irrigation. Groundnut has not been encouraged as it deserves to be. There are no research stations spread over the country. If there are some stations, they are not adequate. Seedlings are not supplied properly. Secondly, the middle-man always exploits the producer and he eats the cake. That should be discouraged. I support Mr. Daga's statement that speculative business should be discouraged.

In conclusion, I would say that groundnut is a very important crop, since it has many by-products like—poultry-feed, feed for animals etc. This is a crop which can be grown in 90 clear days' time, under irrigation. Hybrid varieties are there. Many agriculturists do not know this. The present Resolution discourages export also in a way. Groundnut should be avail-

[Shri S. D. Sidal]

able to our own people. If at all it is sold outside, it should fetch a good return. That profit should be used for encouraging our producers, either through subsidies or through provision of manures, inputs etc.

**SHRI M. RAM GOPAL REDDY** (Nizamabad): The Minister has chosen a very easy method of doubling the tax and I want to know when he is going to reduce it by 50 per cent or 25 per cent.

Now, I want to know from the hon. Minister where this money is going; whether it is going to be ploughed up for the development of oil seeds or simply it will go to the general revenue. For general revenue, we have got a plenty of money, say, over Rs. 13,000 crores and odd. Now, this particular amount, we should spend on oil seeds.

For oil seeds, we not only depend upon the monsoon, but in our areas in Andhra Pradesh, it is grown as a rabi crop under irrigation; and a lot of potential is there provided proper encouragement is given to the growers. Now, I want to know how much money the Minister is going to get from this and what part of it is going to be given to the cultivators and the farmers whom we want to encourage at this point of time? Unless and until that is done, oil seeds and oil famine will continue for ever in this country. I want the Minister to make a categorical statement in this respect. If he cannot make it immediately, he may take a little more time and do it after a week or so.

**THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT)**: Mr. Chairman may I at the outset, thank all the hon. members for giving us their valuable thoughts and suggestion on otherwise very small resolution concerning a very small item. If I may respectfully say so, this resolution pertains to a rise or an increase in export duty on groundnut seeds that we are exporting and, therefore, the question is only limited that 50,000 tonnes that we are, at the

moment, in a position to export, whether they should fetch a little more price when the international prices are exorbitantly high at a given time. Secondly, whether we should try to mop up the difference between the price rise in the international prices and the domestic price about the item. With this purpose, this increase was made. Certain fundamental objections were raised which are legal objections and about the validity of this thing being questioned into the court of law. It was expected of me to answer it legally. Therefore, I would only respectfully submit that my hon. member Mr. Daga and my other friends have answered the question legally, but I may say, they kindly read Section 8 as it is. The present question is only of an increase. So, as far as the hypothetical question whether we can decrease it or not, whether we have the power to do it or not is concerned, I would only say that section 25(1) of the Customs Act empowers us even to deduct it or do away with a particular duty. But that apart, so far, here the hon. House has been called upon to consider the increase made in the export duty of a particular commodity and that power Section 8 gives under the Tariff Act. Now, it is a question that we have not shown you the subjective satisfaction, we have not proved our immediate need. I think I will humbly try to answer both these issues. We are all governed and all Indian laws are also governed under the Indian Evidence Act; and Section 145 of the Evidence Act says that an act of Government is presumed to be legal unless it is proved otherwise. So, to the extent we say that we exercise our power under the power giving section 8 of the Act, we, the Government are presumed to have acted legally. If every time we have to have this fear in the mind that the court will strike down a particular point, I don't think either we can pass the law or we can implement the law. The second part is more relevant, namely, whether there was immediate need for it. I think I owe it to the House to satisfy that and we will do so. This price has some connection with the international price fluctuation. If I may mention the



history, every year, we have been sanctioning for the purpose of export... certain quota of our H.P.S...

17.00 hrs.

Now, let us understand the background. It is not that we are sending away all our groundnut oil outside or that we are sending all the seeds out. What we have been doing is, from our country's total production which is of the order of 50 lakh tonnes we have allowed 50,000 tonnes of the particular kind of seeds, called the hand-picked seeds, to be exported. This also has a small history. It is not as if merely because we sanctioned its export outside there is a market for it, or that we can sell it. In 1978-79 the quantity we thought of exporting was 25,000. In 1979-80 it was 50,000 and in 1980-81 also it was 50,000. What happened was, that the actual utilisation against the quota from 1978-79 and 1979-80 has been only 18,552 tonnes and 16,520 tonnes respectively, whereas the sanction was, as I said, for 25,000 and 50,000 respectively. It is only in this year, that because there was less crop of particularly this quality of seeds in America, there was a spurt in the market. I can give you a few figures to show how this increase in duty came about. There was a shortfall in the crop in the United States and I may inform this hon. House, that this hand-picked seed is a table dish there. It is being used as cashew nuts and almonds are used. Therefore, due to that fall in production and particularly in America, a demand came and hence the price spurt. Therefore, we got an opportunity. Fortunately in our country this hand-picked seed is a business. I also come from the State of Gujarat—and just like Tamil Nadu and Andhra and other States development of this seed is a business. It is an art actually, to take out the seed, particularly this variety. Therefore, we got an opportunity to sell this seed outside. When the question came of exporting it for the first time, the House will be pleased to know that 50,000 tonnes of quantity was earmarked by us for exports. But it fell far short of the demand and the entire quantity of 50,000 tonnes was booked.

And then a question came, as my hon. friend Mr. Parulekar and others raised it, to see that the middlemen do not profit by it. What would happen? The international market prices are very high. The domestic prices are very low. (*Interruptions*).

SHRI N. K. SHEJWALKAR: What are the figures?

SHRI MAGANBHAI BAROT: I owe it to you and I will give it to you. So far as the international price is concerned, they are \$1,600. There are all seasonal prices. I will give you the domestic prices also. The international price and the domestic price in October were \$2,125 and Rs. 8000 respectively. There was a big difference. Now, if we do not check this, what would have happened? Some people as you call, middlemen—they will make some contract with the world outside and make all the profits. That means, while these 50,000 tonnes are earning us foreign exchange through the duty, this will be consumed by the middlemen who obtain the contracts from foreign countries. Therefore, to mop up the profit and bring a balance between international price and domestic price, we introduced this increase. What is the effect of it? Some hon. members expressed a little doubt and very rightly, in my opinion, cautioned us to see that the benefits of the price increase are not taken away by unscrupulous people but passed on to the farmers. I assure the House that NAFED is dealing with it. It is a cooperative institution and the price increase which NAFED gets will be reflected also in the prices paid to the farmers. So, the result is, when we are getting the benefit of the higher rate in the international market by exporting 50,000 tonnes of HPS, we are not only getting foreign exchange, but our farmers also are getting comparatively higher prices than what they would have got had it not been mopped up by the measures that we took.

SHRI N. K. SHEJWALKAR: What is the proportion of increase in the prices which will be paid to the farmers?



*Duty on groundnut Kernel*

**SHRI MAGANBHAI BAROT:** For the benefit of hon. members I may say it is not that there is a contract at a particular price for all the 50,000 tonnes. When NAFED is in the market and selling it, the contracts vary from time to time. When the prices are going up, NAFED is also passing on the benefit of the price rise to the farmers. It is not that we have already given over 50,000 tonnes to NAFED at a particular price.

**SHRI N. K. SHEJWALKAR:** You said it is all booked.

**SHRI MAGANBHAI BAROT:** It is booked in the sense that NAFED has booked it. I mentioned it in contrast to the picture in the last two years when the quota was earmarked but it was not sold. This time not only the quota of 50,000 tonnes has been earmarked but the entire quota has been booked for sale.

**SHRI MADHUSUDAN VAIRALE (Akola):** Is NAFED getting it from middlemen or from the farmers direct?

**SHRI MAGANBHAI BAROT:** It is a cooperative institution and it is making arrangements in such a way to see that the benefits go to the farmer. Let us have some faith in our cooperative system. I am putting this case in contrast to a merchant or a businessman straightway buying it. I think this House will agree that we should have a little faith in our cooperative system.

Two views were expressed. To start with, Mr. Shejwalkar came with a substitute motion for dropping this proposal altogether. On the other hand my friend, Mr. Parulekar and Mr. Jyotirmoy Bosu, who is absent but whose is very vocal through his amendment, want it to be doubled. They want that it should be increased to Rs. 6000 instead of Rs. 3000.

**SHRI BAPUSAHEB PARULEKAR:** In 1977 when the international price was 600 dollars, the increase was from Rs. 800 to Rs. 1500. Now the international price has increased from 600 to 2200 dollars why not increase it in that proposition? I have given my amendment for increasing it in that proportion.

**SHRI MAGANBHAI BAROT:** I can understand the hon. Member's suggestion that we have a hen which gives golden eggs. Here is a chance to sell golden eggs at high price. But if you suggest to kill the hen and have all the golden eggs, that will not be a right approach. After all the purchase and sale of these commodities are not strictly with us. This has all happened because of a temporary shortfall in the American production. Now we cannot take it for granted that all the time that will remain so. In fact, I may inform the hon. Members that here we are discussing the situation of last year. In the present year, it may be possible that the situation may reverse. The American production may go high. Then we will have to require to consider to what extent we can take it. A jump from 1500 to four times in a given time will be all right if it earns more revenue. But I do not think we can do it in a commodity which is seasonal where fluctuation in price and demand are there. I think, we are making hay while the Sun is shining. How much we do it, you can leave it to our best judgment.

There are two views expressed. Some of the hon. Members have desired—very welcome statements came—that if the Government comes with a very good suggestion there is an assurance of support. May I claim that the item with which I have come, the Resolution that I have brought, at least is one which secures your cooperation. I will be thankful to you if it is almost unanimously accepted.

The hon. Member Mr. Reddy asked as to how we would distribute these Rs. 9 crores? May I respectfully ask him: Is it always so that a particular commodity getting a particular price is always earmarked for this expenditure?

It is asked by hon. Members as to why we are sending it outside at all. After all, how much are we sending it out? 50,000 tonnes out of 56 lakh

tonnes. If I may say so, these seeds are hand-picked seeds. It is a typical item getting a particular price. It is not that by keeping it in our country we will be making such a profit that we should not send it out. In fact, if we compare it, we earn more by sending it out than by extracting oil from it. So far as extraction of oil is concerned, it does not make much difference whether it is HPS or an ordinary seed. On the contrary, in the past, efforts were made to earmark 50,000 but there was no market.

MR. CHAIRMAN: I hope you have answered all the points.

SHRI MAGANBHAI BAROT: I have repeated these points so that it may not convey an impression that it is not our desire to earmark more quantity. There is no market. This year, fortunately, the total marketing of the earmarked quota is there. Incidentally it also gets the Government an additional revenue. It is not only with a view to extracting only revenue from it but also keeping in mind the difference between the international price and the domestic price and the middlemen may not exploit it that we put this restriction.

I hope the hon. Members will agree with me and they will accept it unanimously.

MR. CHAIRMAN: I will now put Substitute Motion No. 1, moved by Shri Shejwalkar, to the vote of the House.

Substitute motion No. 1 was put and negatived.

MR. CHAIRMAN: I will now put amendment Nos. 3, 4 and 5 to the vote of the House.

Amendments Nos. 3, 4 and 5 were put and negatived.

MR. CHAIRMAN: I shall now put the main Statutory Resolution to the vote of the House. The question is:

"That in pursuance of sub-section (2) of section 8, read with sub-

section (3) of section 7 of the Customs Tariff Act, 1975 (51 of 1975), this House approves the notification of the Government of India in the Ministry of Finance (Department of Revenue) No. G.S.R. 11(E) dated the 9th January, 1981, increasing the export duty on groundnut Kernel from Rs. 1500 per tonne to Rs. 3000 per tonne and on groundnut in shell from Rs. 1125 per tonne to Rs. 2250 per tonne, from the date of the notification aforesaid."

The motion was adopted.

17.16 hrs.

#### RAILWAY BUDGET 1981-82—GENERAL DISCUSSION

MR. CHAIRMAN: The House will now take up general discussion on the Railway Budget.

PROF. MADHU DANDAVATE (Rajapur): Mr. Chairman, I take the opportunity to initiate the discussion on the budget that has been presented to the House, by the hon. Railway Minister, for the year 1981-82. I have carefully gone through his speech and all the relevant budget documents and, on the basis of that, I would like to make certain observations.

At the very outset, let me make it clear that the Railway Budget has to be not merely an accountant's budget, it has to be a budget with financial and technological innovations and imagination. As far as this budget is concerned, I am sure that nobody would like to induct any element of politics into the budget, because it is a purely financial exercise in which we are deeply concerned and interested, with the financial and technological innovations, and only from that angle and perspective I would like to make my observations.

It is because of this perspective of mine, that no politics need be inducted in this debate. As far as this

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budget is concerned, I feel deeply pained that the normal conventions of presenting the budget have been thrown to the winds. Whenever the Railway Minister presents his budget, he gives an account of the performance for the entire financial year; he does not talk in terms of the tenure of his office. Everywhere, all over the world, this has been the ethics of presentation of the budget. Therefore, I was deeply pained to find that in his speech, which was not an extempore speech but a well-prepared speech, on page 2, paragraph 3, the hon. Railway Minister said:

"I am, however, glad to report that, as a result of the various administrative and innovative steps taken three months ago, and with the economy turning the corner, the railway operation is now back on the rails...."

AN HON. MEMBER: What a sad commentary!

PROF. MADHU DANDAVATE: I will come to that. It is not that I am saying it now. If you go through my observations on the railway budget, when I spoke last year, I had made reference to the then Railway Minister, Pandit Kamalapati Tripathi. In the course of my observations, I wanted to make certain suggestions, when these changes had not taken place, and I said that I dare not advise Panditji, he is a veteran of the freedom struggle, therefore I would only make certain suggestions and proposals. This is the parliamentary courtesy that is expected in our democratic parliamentary life. Here is a person, who is no more the Railway Minister, but he was the Railway Minister for some time. Someone else takes charge. Ministers come and Ministers go, but the Government continues, the Ministry continues, the administration continues. There is continuity of the administration; there is no break in the financial year.

Fortunately or unfortunately, the financial year is already fixed. It starts from 1st of April—not a very nappy day—and ends on 31st of March. Therefore, one has to talk in terms of promises and performances only in relation to the entire financial year, and therefore, it must be said that it was in a very bad taste to refer to three months only. Shall I say that the presentation of the Budget lacked grace and courtesy to one of the colleagues? I am not saying about the courtesy to be shown to us, you need not show courtesy to us, and we shall never beg for it. But there are certain parliamentary conventions and decorum which have to be maintained and that is the reason why I say that I would not like to indulge in this type of exercise.

I say that the Budget must have innovations. The day the Budget was presented, my immediate reaction to the Budget was that this is the Budget without innovations and without imagination. Why did I say that? It is not to cast any personal aspersions on Kedarnath Pandayji. We have learnt our politics at the feet of men like late Acharya Narendra Dev and Jayaprakash Narayan, and it does not belong to our culture to cast aspersions on individuals even if they belong to the Opposition party. Therefore, I do not want to cast any aspersions on the Railway Minister as an individual, but I would like to point out to him that when I said that these Budget proposals and Budget documents lack technological and financial innovations and imagination, I would like to concretise my criticism. There were fortunately three important documents available, three reports that were available. If a little more home work was done on the basis of those reports, a number of innovations, financial and technological, would have been made available through the Budget proposals. Which were those three reports? I have at my disposal some of them. We had appointed under the Chair-

manship of Shri Pande—of course I am not referring to the Railway Minister—the National Transport Policy Committee. Fortunately that Committee's Report was already presented to the House and before the formulation of the Budget proposals fortunately this Report of the National Transport Policy Committee was available. Sir, this National Transport Policy Committee Report relates to coordination between various modes of transport. It discusses in depth the problems of fuel, the fuel conservation, it talks about the incentives to the developmental activities, it talks about the relationship between the motor transport, the transport by sea and the transport by railways. Valuable suggestions have been made. Certain innovations have been put forward on the basis of various witnesses who were examined, on the basis of expert knowledge that was made available to the Committee both from the railways and other fields of transport. Evidence was gathered and a valuable document was prepared I think this document could have been utilised. But that document has not been used.

Then, Sir, there was another Committee which was appointed and that was the Committee on Social Burdens. This is a very important problem. The Indian railways are having a number of financial constraints and one of the constraints that has existed for years is the social burdens that are borne by the Indian railways. In different parts of the world parts of the social burdens are borne by the Government itself. We have three important sectors in which the Indian railways are forced to bear the social burdens. We carry a number of commodities below the operating cost.

**PROF. N. G. RANGA (Guntur):**  
We have been subsidising the railways for so many years.

**PROF. MADHU DANDAVATE:**  
That is why the Committee was appointed. Prof. Ranga have a little

more patience. I never interfere when you speak. (*Interruptions*) When I became Minister, the first thing I did was that I appointed a Committee on Social Burdens and, unfortunately, at that time findings were not available. Only the Capital Structure Review Committee's findings were available. I did make use of them. They will be useful to all of you. I will now refer to that.

As far as social burdens are concerned, cursorily let me make a reference. While going through the speech I find that the social burdens on Indian Railways have mounted to the extent of Rs. 277 crores. It may be more but not less. Then there are uneconomic railway lines. There are backward regions. Railways are to be run. Railways are to be developed. We cannot say that there are no industries. There is no development and, therefore, there cannot be Railways. We have to undertake those developmental activities. This is a social obligation which the Railways bear on behalf of the entire society. There are a number of coaching and other services. These are the social burdens to the tune of Rs. 277 crores.

There was a Committee on Social Burden appointed. I take it that the recommendations of Committee on Social Burden must be available. I do not find their reflection in the Budget proposals at all. There was a third Committee. Veteran Member Shri Ranga has rightly said that a number of things existed for a number of years. That was really our concern. Rangaji, in 1924 Railway finances were separated from the General Revenue. But from that time onward till 1977-78 the Capital Structure of the railways remained undisturbed. But I was disturbed by that. Therefore, I appointed Capital Structure Committee. According to that old capital structure that existed for various types of projects that the railways undertook we were borrow-



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ing capital from the General Revenue and on that we were paying dividend. The Railway Convention Committee was fixing up the rate. They were allowed to change it. This Committee was appointed by Parliament.

Prior to 1976, almost for ten years the Railways were in the red except for two years when the Railway Convention Committee decided to give dividend relief to the Railways. Prior to 1976 for ten years Railways remained in the red and as a result the finances were bad. When the finances were bad, what about dividend liabilities? These were to be paid by borrowing loan from the General Revenue, paying interest on that and paying the dividend. So, it is something like dividend on dividend and interest on dividend. That is the method that was applied. We changed it. We did not say it was continuing for years together. Governments may come and Governments may go. Administrations may come and Administrations may go, but the new capital structure that has been formed that will give benefit to all the administrations to come because now on the basis of the new capital structure it has been decided that all the dividend liabilities will be treated in future as deferred liabilities. When the finances are bad, no loan will be drawn from the General Revenue. No interest will be paid and that large burden of interest actually has been spared. That is what has been decided and the portion will be utilised for developmental activities. These are the various reports. I think they could have been fruitfully utilised. On the basis of that certain technological and certain financial innovations would have been introduced in the Budget.

There is a rail and road transport. There are two salient aspects of the rail and road transport. Unfortunately, it is a fact and you will agree with me, because it is a non-controversial subject. As far as road transport is concerned, unfortunately most of the high rated

traffic is lifted by the road and the low rated traffic is handed over to the Railways. As a result of that we are forced to bear social burden. That is the tragedy of the Railways. Now there is motor transport lobby in this country which is trying to expand its net. It is mostly in the private sector and that private sector constantly is after the Government. I am glad Government has not yielded; no matter whether it is the Congress Government or the Janata Government, they try to exert pressure on the Government and seek more and more national permits. If they get more national permits they will further eat into the earnings of the Indian Railways. Already we are bearing the social burden and if more national permits are given, in that case more social burdens will be created and Railway finances will be further spoiled.

I would like to warn the hon. Minister for Railways not to succumb to the motor transport lobby. They will try to pressurise, demanding more national permits. They are going to do it. If you just see the various files in the Railway Board, you will find memoranda after memoranda coming from private motor transport owners saying, "Give us more and more national permits". They are coming from the States; there is a pressure from the States. There will be pressure from private transport motor owners. You must not yield to their pressure. Therefore, I take it for granted that, as far as the railways are concerned by giving more national permits to private motor transport owners, I hope and trust that the social burden on the Indian Railways will not be further increased.

There have been chronic deficits prior to 1976. For 10 years, whenever the Railway Minister get up to present the Railway Budget, very often, the members used to whisper, "You need not read out the entire Speech. Only tell us what is going to be the deficit and let us know what is the quantum of leavy that you are going



to impose on the Railway users." Excepting for 2 years, when the Railway Convention Committee gave dividend relife there has been a chronic deficit. We tried to change the pattern. There was a hat-trick; it was not a trick. We tried to mop up certain resources. The big business houses with whom large arrears were accumulated and were pending were told, "You cannot carry on this game further."

Let me tell you an interesting experience. Some of the industrialists have a game to play in price fluctuation. When they have certain commodities lying in the wagons, they do not lift the commodities. When there is a slump in the prices, they allow the commodities to remain in the wagons and, at a convenient moment, when an artificial scarcity is created, they try to take away the commodities from the wagons so that they are able to mop up the profits. Therefore, it was decided that within free time plus 7 days, if they do not remove the commodities from the wagons, there will be an auction of those commodities and, as a result of that, they would suffer. It acted as a deterrent. I would request the hon. Minister to continue the same practice. It will be beneficial to the Government; it will be beneficial to the Indian Railways and you will be able to mop up more income and you will be able to see that these businessmen and industrialists will not be able to play the game that they want to play as far as price fluctuations are concerned.

As far as 1980-81 is concerned, the deficit went upto Rs. 52.34 crores. We had three consecutive surplus budgets....

**SHRI RAM PYARE PANIKA:** But you did nothing.

**PROF. MADHU DANDAVATE:** I did absolutely nothing. I admit. I am guilty of non-performance. We actually did nothing. That is why, when

this Government entered into an agreement about the productivity-linked bonus with the Indian railwaymen, the first clause of the productivity-linked bonus was that the base year for the productivity-linked bonus would be 1977-78 because in 1977-78, the railway performance was the record performance that we set and, if I mistake not, if by memory does not fail me, in 1977-78, we were in power. So, the less you talk about our performance, the better. Anyway, I am not speaking of my performance. I have to speak of their performance.

As far as this year's budget is concerned, the total levy that has been imposed is Rs. 356.25 crores on all the rail users. I do not want to go into the breakup because the speech of the Railway Minister has given the breakup of Rs. 356.26 crores. Even after imposing such a large levy of Rs. 356.26 crores in the budget for 1981-82, what is the surplus that they have projected? The surplus that they have projected for 1981-82 is Rs. 11.42 crores. They carved out a mountain and produced a small mouse. Rs. 356.26 crores of levies and a faulty paltry surplus of Rs. 11.42 crores which will be totally wiped out in the partial liquidation of the dividend liabilities because it was decided according to the new capital structure that all the liabilities during the bad financial years will be treated as deferred liabilities and, therefore, this paltry surplus of Rs. 11.42 crores will be wiped out in liquidating partially the dividend liability.

There is bound to be inflationary pressure on our economy due to various levies that have been imposed. Ultimately, which are the commodities that are exempted? Only commodities that they have exempted are firewood, sale that is used for domestic purposes and charcoal. Besides these commodities, all other commodities come under the net of the taxation of their levies.

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You are not only our Chairman, But, you are also a student of Economics. You realise it very well that only when these three commodities have been exempted and all other commodities fall into the net of the levy that has been imposed, there is bound to be inflationary pressure in our economy. Whenever inflationary pressure in the economy grows, we are always told that the major contributory factor is the inflation due to the imported oil prices. Now we will be told of the additional element that is responsible. Different Ministries will be passing on the baby to someone else and now we will be told that the additional factor that is responsible for the new inflationary pressure is the levies that have been imposed by the Railway Minister and these are the only three commodities that have been exempted. I have not the least doubt that there is bound to be inflationary pressure on our economy.

The backward regions development is a very important problem and I am sure, that this problem will be attended to. I have carefully gone through various lines, conversions, new service, all are there.

There are certain regions and areas in our country which are very rich as far as minerals are concerned. You come from the region of Orissa. In terms of minerals, it is very rich. The States of Madhya Pradesh and Bihar are the States with very fine mineral resources. But the tragedy of the performance of our country is that those regions and those areas, even though the richest in mineral resources, they are the poorest in the per capita income. That is the tragedy of our land. This paradox is to be removed. This cannot be removed by any partisan attitude. Therefore, I am not interested in hitting at you or hitting at your party by making use of the railway budget. You are going to give us an adequate and ample opportunity politically to hit

at you. Why should I utilise the railway budget to hit at you politically? And, therefore, I would like to point to you that there are number of backward areas, for instance, Madhya Pradesh and Uttar Pradesh, covering the backward areas, the Adivasi areas. There is a survey that has been ordered.

I will give you a few instances. In Orissa, conversions of Ruksa-Bankiposi line. Already the survey has been completed to some extent.

In Bihar, Barabanki-Samastipur. That is the line that has been pending.

In Maharashtra, the West coast Railway is not merely the railway for Maharashtra. It passes through Maharashtra, goes through Goa, it passes through Karnataka and establishes a direct link with Kerala and ultimately Tamilnadu and really it is a symbol of integration and I am glad that those are continuing.

But, unfortunately, I find some cases when I go through the Budget documents. I will just give one illustration to illustrate the point. In some of the backward regions, certain projects are taken. Only a suggestion is given to those regions that their projects are on-going in the sense that they are on-going on the paper, I will give you a simple illustration. In the South-Central Railway, there is a small portion of the big project that is taken, that is, conversion of the railway line, I mean, metre gauge into broad gauge from Manmad to Aurangabad, the backward Marathwada region, in which lot of disturbance took place some time back. In that area, what exactly are the allocations? The total anticipated cost is Rs. 1,398 lakhs. Approximate expenditure up to end of 1981-81 is Rs. 93.03 lakhs and what is the provision for 1981-82? The total anticipated cost for November again is Rs. 1,398 lakhs, and this time the allocation is Rs. 0.01 lakhs. The total anticipated cost remember again—is

Rs. 1398 lakhs. This time the allocation is Rs. 0.01 lakh, that is, Rs. 1,000. I was feeling again and again that there must be some composer's mistake; so, I again and again tried to total it up in different ways, in various permutations and combinations. But whatever be the permutations and combinations, the answer was only Rs. 1,000. This is exactly what is happening. Therefore, merely making provisions for backward areas will not do. Adequate provisions would have to be taken. I would suggest to the Railway Minister a strategy; it might not be a very popular strategy, but it will be a fruitful strategy. The strategy should be this: rather than spreading away all the available resources on large numbers of projects that we undertake, try to utilise the allocated amounts of the Planning Commission in some small number of projects; let us spend on them, complete the project and then tell the people that the project has been completed; and then move on to the next project. If that is done, people will be more satisfied. Otherwise, the satisfaction for the people of Marathwada and Samastipur will be only this: "We are happy that, on paper, the allocation has been made; it will take ten generations for our dream to be realised; we have to imagine that our dream will be fulfilled". That is how things are taking place.

I would link up the backward regions also with another problem, and that is the problem of suburban trains. It has created a lot of disturbances in areas like Bombay; for instance, in the Central Suburban Railway, I do not want to blame the officers. I am not one among those who take the attitude 'heads I win; and tails you lose'. If there are bouquets, the Minister should share them; and if there are brickbats, you throw them at the officers, at the employees...

**SHRI M. RAM GOPAL REDDY** (Nizamabad): It is uncharitable; our Minister never does that.

**PROF. MADHU DANDAVATE:** I have said that I am not one among those...

**MR. CHAIRMAN:** Please try to conclude.

**PROF. MADHU DANDAVATE:** When my hon. friend intervenes, I have to take note of it.

Therefore, I would like to say that, as far as suburban railways are concerned, sometimes the train gets stuck up and the passengers start hitting at the officers, at the railwaymen, at the engine drivers and cabin men. They are not to be blamed. What could they do? In Central Bombay Suburban Railways, in 1959, 31 per cent rakes were imported from foreign country like U.K. Nobody did perspective planning. The compressors and the traction motors that were imported, the rakes that were imported, we never thought, would become obsolete after some time. Now, after 25 years, from the same factory from which we had imported they are no more available, and the indigenous components also will not fit in. That is the reason why this complication is taking place. I do not want to blame the Minister for this crisis. It is really the failure of perspective planning as far as this problem is concerned. That has to be taken note of. Therefore, we will have to make extra allocations to see that the suburban problem is solved; and if that is solved, I am sure there will be some relief.

I do not want to strain you more, Mr. Chairman, nor do I want to strain the Railway Minister. I only want to say that there was a certain perspective that we had built up. With this, I will conclude. We had already decided that, in this land of Mahatma Gandhi, all long distance trains would be classless trains in which there will be the near-First Class facility and the Second Class fare. I was very happy to find that both sections of the House were able to give full co-operation on that and these trains are running wonderfully well. When the

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Geetanjali Express was introduced on 24th November, 1977, we were told by some elites that the common man did not deserve this padded cushion. the common man did not deserve this lending library. They don't deserve the utensils of stainless steel. Don't give them; they will destroy them. Our experience is that on 24th November 1977, the Gitanjali Express—Classless comfortable train—was introduced. Upto now you do not find any padded cushions being destroyed; you do not find lending libraries being destroyed. They are being utilised in a proper way. If you take the people into confidence, they will also take you into confidence. Love begets love. That is the basis. Therefore, I would like the same strategy to be adopted about these classless trains. Let the same perspective be continued modernisation also may be introduced. We have one difficulty about the oil. The import bill on oil has gone up to Rs. 5,000 crores. Probably it is going to aggravate. I was trying to read the report on National Transport Policy. As far as I find in 1953-54, in transport, the coal used was 56 per cent; in 1960-61, it was 47 per cent and in 1976-77 it was 17 per cent. Coming to all consumption, in 1953-54 it was 41 per cent, in 1960-61, it was 51 per cent but in 1975-76 it was 81 per cent. Coming to electricity, in 1953-54 it was 3 per cent, in 1960-61 it was 2 per cent but in 1975-76 it was 2 per cent. Coming to electric consumption, in transport, it has almost stabilised to nearabout 2.3 per cent. I think we will have to increase it slightly. Hydel power will also have to be increased. More electricity will have to be generated. Of course, for that, railways alone cannot be held responsible. But, I do hope and trust that the railways will ask the Planning Commission to give permission to have more captive power plants so that they will be able to manage their own show better than what they are able to do at present. I think that also will have to be done. A number of technological changes will

have to be there. I just narrate them. We will have to see that the automatic warning systems will have to be rationalised; signalling system has to be rationalised.

In the transshipment points, there is always pilferage. One who indulges in pilferage. He gets a double opportunity. While you move from one gauge to another, while unloading the commodities and again loading them in the broadgauge, you are able to get the opportunity twice. Therefore, the container system must be tried. In Europe it has been tried on a large scale. Of course, that will mean that more investment will have to be done. Coupler system will have to be rationalised and concrete sleepers will have to be used. Track-circuiting will have to be used on a large scale to prevent the accidents. As regards primary renewals, I am happy that you are able to secure Rs. 110 crores. I congratulate you for having secured Rs. 110 crores for this. With ultrasonic tests, the backlog of those rails are likely to be fractured, may be of the order of 5,500 Kms. Therefore, if you are able to secure 110 crores this year. It is a commendable thing. I hope that this Rs. 110 crores will be properly utilised. Primary renewals will be gone into. If this is done, then we will be able to give a proper security and safety. About the workers' problem, I will just say this. How can I sit down without referring to the working-class? You are modding your head. I think you agree with me.

MR. CHAIRMAN: I say you please conclude

PROF. NADHU DANDAVATE: In conclusion, I may say that I belong to the Science Faculty and, therefore our method demands that whenever you complete one point, you draw an inference that you move on to the next.

I am following this procedure. As far as working class in the railway is concerned the Administration will



have to carry on not in confrontation with the trade unions but in cooperation with them. The trade unions will also have the same sense of responsibility so that they should be able to contribute their mite to the development of the Indian railways and to the development of infrastructure and also to the integration of the country. The Locomen's Committee was set up and they have gone into the problems. On the basis of that, the issues should be sorted out. I am glad that the locomen's strike has ended. But, on the basis of the recommendation of the Committee, their problems can be sorted out and justice can be done to them. There is a ban on recruitment. The Ministerial staff is facing the worst type of grievance. Station masters have grievances. Cadre review of the officers has taken place. Twentyfive per cent of the officers come from medical categories. Their cadre review has not been gone through.

I am sure that will also be gone through. The R.P.F. has not been included in the productivity linked bonus formula. I hope the Railway Board and the Minister will sympathetically consider this. I do not say that you give me a definite assurance here and now. But please enter into negotiations and try to find out whether that could also be done. Ultimately, for the recognition of the unions, within the department of the Railways, let us try to have a ballot of all the railwaymen working in various categories and decide once and for all who will be the bargaining agent in this department. I am sure that if you are able to do that, our Indian Railways will act not merely as an instrument of massive infrastructure in the country but it will also act as an instrument of national integration for the unity of this land, this great land that stretches from the lofty peaks of the Himalayas to the sacred shores of Kanya Kumari.

PROF. NARAIN CHAND PARASHAR (Hamirpur): Mr. Chairman,

Sir, I rise to support the Railway Budget, presented by Mr. Kedarnath Pandey, the hon. Railway Minister.

I was listening very attentively to the speech made by Prof. Madhu Dandavate. He was making some passionate pleas for the development of backward areas. My only concern is this. While in office Prof. Dandavate did not think of the backward areas like Himachal Pradesh and other areas. What happened? Was it a tragedy which is too compassionate to be described here in this House? He talked of 'Grace' and 'Courtesy'. But may I ask: Had he the courtesy to carry on something that was started by our late Railway Minister, Shri L. N. Mishra, when he inaugurated the construction work of Nangal Talwada railway line in H.P. at Amb in Una district on 22nd December, 1974? Mr. Mishra got a commitment from the Chief Minister of Himachal Pradesh, Dr. Y. S. Parmar that land would be given at the cost of the State Government. A poor State like ours has been asked to give the cost of the land and it was promised that the work will be completed as soon as the survey was over. Now, Mr. Kamalpathi Tripathi who succeeded him as the Railway Minister, promised on the floor of the House in the Fifth Lok Sabha, that is, during the years 1975-76 and 1976-77, that this line would be constructed. But the whole thing was undone and forgotten by Prof. Madhu Dandavate as Railway Minister. I wrote a letter to Prof. Dandavate from Himachal Pradesh where I was an M.L.A. at that time. The only reply that I got was that 'the matter is under consideration.' It remained 'under consideration' for full three years as long as Prof. Madhu Dandavate was the Railway Minister. Sir, the grace would have been finer and the courtesy would have been deepened had he constructed this railway line which was inaugurated by Mr. L. N. Mishra. Prof. Dandavate's concern for the backward areas would have been properly appreciated had he looked to the needs of the backward areas like



[Prof. Narain Chand Parashar]

Himachal Pradesh, Jammu and Kashmir, M.P., Bihar, Orissa, Rajasthan and Maharashtra and others. The Government led by Shrimati Indira Gandhi looked to it that the commitment of the previous Government was honoured. Shri Kamalapati Tripathi accepted the responsibility for the construction of 6 new railway lines in the North-Eastern region for which survey was ordered by Shri L. N. Mishra. I challenge him to go through the speech of Shri L. N. Mishra while presenting the Union Railway Budget for 1973-74 wherein he has said that the calculus of remunerative returns must be discarded for the development of backward areas. He ordered 20 to 30 new surveys all over the country and 6 new lines especially for the N.E. region. I appeal to you, Mr. Railway Minister, that whatever has been undone by the Janata Government and Prof. Dandavate as Railway Minister must be rehabilitated. The Union Government must accept the responsibility for the construction of new railway lines all over the country and provide the money for it. This House should look to the concern of each and every region of the country. Kindly look to the backward areas of the country whose needs are paramount.

Now, I would like to refer to the recommendations made in their Report by the Railway Coordination Committee. In Recommendation No. 21 it has been stated that 5750 K.M. of new railway line has been constructed since 1950. There is another Recommendation, No. 25, which says that 5000 K.M. of more new lines would be required to make the whole system effective and truly national in character, spread over all the regions of the country. You please look to the interests of the backward areas like Himachal, Kashmir, Maharashtra so on. The present Government has accepted the responsibility of looking towards the interests of all States. I learnt certain details from one of the

publications of the Railway Board about the statewide kilometrage of the railway track as at present, existing. But what is more helpful would be for the Railway Board to tell us how many K.M. of new track has been added on to each one of the States after independence. Then the country would be able to know whether the Railways are a true national concern. About 25 years ago, that is in 1956, a survey for the construction of railway line between Nangal and Talwada was started. Now, this is the silver jubilee year of survey. We are now sick of the surveys and re-surveys for the construction of this railway line. The inauguration of this new railway line construction was by-passed by the then Government led by Mr. Morarji Desai and then Railway Minister, Prof. Madhu Dandavate. I would request Mr. Kedar Panday kindly to look into this and see that justice is done to Himachal Pradesh. Himachal Pradesh has made a significant sacrifice for the cause of the defence and development of the country in as much as more than 1000 jawans had lost their life for the defence of the Motherland in successive wars since independence. Its fertile valleys have been submerged for the sake of green revolution in Rajasthan, Haryana and Punjab. Several people have been uprooted for the construction of the railway lines.

On 2nd June 1980, the Chief Minister of Himachal Pradesh, Shri Ram Lal, wrote to the Union Minister of Railways for bearing the cost of the entire earth work for this railway line amounting to Rs. 3 upto Rs. 4 crores. On behalf of the State Government, on 5th June 1980 he wrote again to the Union Minister of Railways saying that half the cost of wooden sleepers for the construction of this railway line. So, Shri Kamalapati Tripathi in his budget speech on 16th June, 1980 ordered for update of the survey of this line keeping in view the offers made by the Chief Minister of Himachal Pradesh. Unfortunately,

this has not been included even in the present Budget and I make a sincere plea to the Union Railway Minister to include this line in the present budget and insure its construction as early as possible.

There are fine points in the Budget and I am happy to appreciate the stand taken by Mr. Kedar Panday, in regard to the meter gauge railway line. He has promised to improve the operational efficiency of the meter-gauge. When the trains can be run more efficiently and with more speed on the meter gauge line in Japan, why cannot it be done in our country? Therefore, let us have more new railway lines rather than conversion of railway lines from meter gauge to broad gauge for which sanction is necessary only rarely for supplying the missing links or for connecting it to the main broad gauge network. Now, Mr. Kedar Panday is the first Railway Minister to announce this in his budget speech. He has named his budget as a rehabilitation budget because all that is undone by the Janata Government has to be rehabilitated and rebuilt by the present Government.

MR. CHAIRMAN: Mr. Parashar, you may continue your speech

tomorrow. Now, Mr. Maganbhai Barot to lay papers on the Table.

17.59 hrs.

PAPERS LAID ON THE TABLE—  
contd.

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): I beg to lay on the Table a copy each of Notification No. 19-Customs [G.S.R. 80(E)] and 20-Customs [G.S.R. 81(E)] (Hindi and English versions) published in Gazette of India dated the 26th February, 1981 together with an explanatory memorandum regarding exemption to Ethylene Dichloride imported for the manufacture of Polyvinyl chloride Resins from the whole of the basic, additional and auxiliary duties of customs leviable thereon, under section 159 of the customs Act, 1962 [Placed in Library. See No. LT-1947/81]

18.00 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, February 27, 1981/Phalguna 8, 1902 (Saka).